29 N XY 1959

The Total Car

Capital Grace



JORD

Five Star Motoring – the best at lowest cost ...and unique world-wide Ford service too!



Famous Grand Prix driver TONY BROOKS puts you in the picture

"It's all very well being a good driver continually alert for possible emergency braking. But it's no earthly good if the brakes themselves are not maintained one hundred per cent. Have them checked regularly. And when linings are worn, don't trust any old mechanic with the job of putting new ones on. *Insist* that the whole shoe is replaced with a genuine factory-lined one. It's the *only* way of being certain".

Don't reline—replace with

GENUINE GIRLING

REPLACEMENT BRAKE SHOES



England's most experienced Dealers in Ford Sales free of purchase tax—may well be able to help you.

Fords free of purchase tax. In the first month we sold one car. From this small beginning, this section of our business has grown to one of our most important Departments—never a day passes now when we do not handle enquiries from all over the world.

Visitor-to-Britain-Outright Sale.

Visitors to Britain can buy a Ford from Welbeck Motors free of purchase tax, use the car here (for up to 12 months) and take it home with them after their stay. You may be surprised to learn that we can offer hire purchase facilities on this type of sale—even though the car is going abroad.

A permanent English resident, who is just about to go abroad, can also buy tax-free. But he is only allowed to keep the car here for six months prior to his departure. Procedure is very similar to that explained in the "Fords for the Forces" paragraph of this advertisement.

Visitor-to-Britain-Guaranteed Repurchase.

Our Guaranteed Repurchase System has made us many friends from abroad. We sell you a new Ford-free of purchase tax-and repurchase it at a pre-determined figure before you go home. The actual depreciation figure obviously depends on the length of your stay and the time of the year you arrive and depart. But, for example, we could sell you a new Ford Anglia for approximately £385 this June and buy it back at the end of August for £300. You would also have to pay for insurance and handling charges, but the total cost of your motoring would not exceed £100. This is value for money beyond belief. But Welbeck Motors take guaranteed repurchase a step further-almost to the realm of wonderland. If you are unwilling or unable to lay out the whole capital cost of the car, you merely pay us 20% of the total cost and we loan you the rest of the money. There is a small extra charge for this credit facility. On this scheme, we offer new Ford Anglias and Consuls; at the moment we are not quoting guaranteed repurchase terms on other models.

Fords for the Forces.

Welbeck Motors can sell many service people new Fords free of purchase tax, so long as they are soon to be posted overseas. Briefly, the rules are that you can take delivery in England six months prior to your overseas posting (if you have just come home from abroad, this period is sometimes increased to twelve months) and then you must keep the car at your overseas posting at least twelve months. When you bring the car back to England, to avoid purchase tax altogether, you must keep the car for a further two years. Then you can sell it . . . freely, to anyone you like. A special member of our staff (some people have said he's the most obliging man in Europe) deals with your order and guides you through the paper work, making all the formalities simple and easy. Delivery of all models is quick and certain. Although you are taking the car to an overseas posting, Welbeck can offer you hire purchase and handle a part exchange.

Self-drive Car Hire.

In spite of all our Sales Department has to offer, some visitors still prefer to hire a car. During the summer, Car Hire certainly costs more than Guaranteed Repurchase, but it of course offers a higher standard of service. If you hire a car you are absolutely certain of trouble-free motoring and the charges are all-inclusive. There is no mileage charge, no mileage limit and no extras of any kind. No one cares how far you go. Rates vary according to the month-a new Ford Anglia costs £12 per week in June and £16 10s. per week during July, August and September. A Consul costs a little more. In the winter, when we are not very busy, you can hire a car for very little indeed—especially if you are going to keep it for two or three months. Whether the visitor should hire or buy depends on his individual requirements. At Welbeck-as we hope we are going to take your money anyway-you will receive really impartial advice.

Welbeck Motors Ltd., 109-111 Crawford St., London, W.1

For car sales Welbeck 1139

For car hire Welbeck 3991



ORIGINAL EQUIPMENT TO LEADING CAR - TRACTOR & DUMPER MANUFACTURERS



THE (H)



PRACTICALLY UNBREAKABLE FITS ALL CAR DOORS ← OUTSIDE or INSIDE → EASY TO FIT, WILL FOLD FLAT

COLOURS:

Cream Turquoise Red BEST VALUE AT 4/11



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UNBREAKABLE PLASTIC

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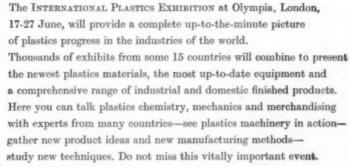


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You'll appreciate the Capacity for Complete Comfort and enjoyment which a NEW THOMSON CARAVAN affords. 4 Berths, ample storage space, gas cooking and lighting, attractive furnishingswith superb towing.

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1959



The heart of a world-wide organisation serving ROOTES Car and Truck owners

An 18 acre site...half a million square feet of covered floor space...a stock of 60,000 separate items valued at £10,000,000...a staff of 900. These few facts indicate the impressive character of the new Rootes Parts and Special Accessories headquarters in Birmingham which serves the world-wide Rootes Dealer network, assuring Rootes car and truck owners, wherever they may be, that a full range of parts is always available to them.

The famous Rootes range of cars—Humber, Hillman, Sunbeam—and Commer, Karrier Commercial Vehicles have already proved their outstanding success all over the world. The efficient and dependable parts service which the Rootes Group have always provided for the owners of their products will be enhanced by this great new headquarters, which is the last word in streamlined efficiency.



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The Rootes Service Network serves more than 6000 Dealers in 160 countries.



See your local dealer. He stocks Rootes Genuine Parts, Special Accessories and Factory Rebuilt Engines, and is equipped to meet your needs speedily and efficiently.

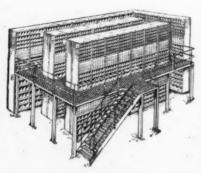
ROOTES MOTORS LIMITED

PARTS DIVISION: ROOTES MOTORS (PARTS) LTD . COVENTRY ROAD . SMALL HEATH . BIRMINGHAM 10



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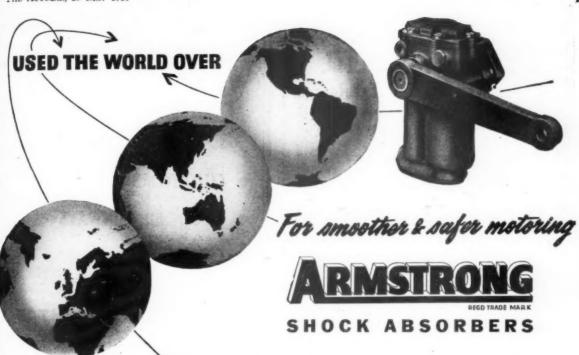
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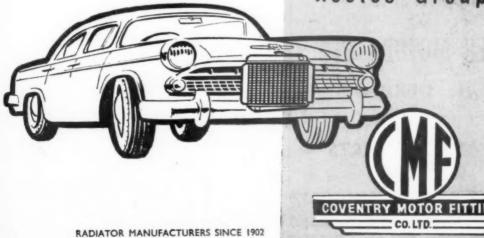


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STORAGE

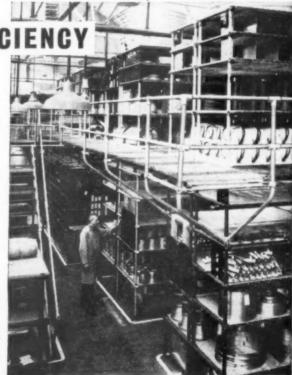
For their new Parts Centre, Rootes Motors Ltd. have installed **Kee Klamp Storage Racking**—the choice of other famous names in car manufacture . . . and in industry generally.

Kee Klamp *planned* storage makes the most efficient use of available space: it is the complete answer to all problems of storage.

Kee Klamp engineers are freely available to discuss applications of this system. Our booklet "The Problem of Storage" will be sent on request.

KEE KLAMPS

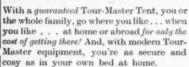
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THIS YEAR. Our free book describes the whole
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Please send a FREE copy of fully illustrated catalogue "FREE AS THE AIR."

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30% more stopping power for £7-10-0

REMAX BALDWIN FB BRAKE BOOSTER greatest safety aid in years

GREATER SAFETY MARGIN





30% more efficiency reduces stopping distance by 11.5 ft. 30 m.p.h. to 0 in 38.5 ft. with FB Brake Booster

30 m.p.h. to 0 in 50 ft. represents a car with brakes in good condition and the above results were obtained in the same car under the same conditions and at the same pedal pressure.

Weighing under 3 lbs. and measuring only 6" x 2" the Baldwin FB Brake Booster can be fitted into existing hydraulic system by a qualified mechanic in 2 hours. It gives positive and progressive braking without effort, reduces driving fatigue and Brake Fade.

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The Remax Baldwin FB Brake Booster has PROVED its efficiency by continuous use. It is standard equipment on the Aston Martin DB3, Fiats and Ferraris. A special kit is supplied at £7.10.0. complete, ready for fitting to every car for which the Booster is recommended and is not marketed until it has been ruthlessly tested for thousands of miles on each model.

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SAFETY BELTS

Delaney Gallay Safety Belts prevent injuries, save lives
The safety belts which offers you

- 1 TRUE SECURITY. Every belt is securely anchored to the floor of the car—holds you safely in the seat and secures the seat to the car.
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Strong, elegant, spacious, the Portarack can be dismantled in minutes and stowed in the boot. Very wide range of models.

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57/6 up to £14.7.6 Ask your garage or accessory dealer or send for illustrated brochure. The Largest Manufacturers in the U.K.

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KINGSTON ROOF RACKS

Obtainable from your garage or branches of the Halford Cycle Co. Ltd.



"KINGSTON" JUNIOR EXPANDING MODEL

Adjustable from 36in. wide to 42in. wide. Fitted white rubber pads. Plated accessories. Finished stove enamel black or silver. Par Packed in cartons.

"Kingston" Senior Expander 42in, wide to 48in, wide. Price 89/6.

"KINGSTON" MINOR MODEL

Framework as "Kingston" Junior but non-adjustable. Size 36 x 30in. Fitted black rubber pads. Packed in cartons. Suitable for small cars except those with fabric roof centres. Price 49/6.

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> Size 28" × 38" Self aligning Rubber Pads and ZZ Cross Tubes and extra seasons. All CAR-RAX have \$\frac{2}{4}^{\text{Steel Tubing}}\$
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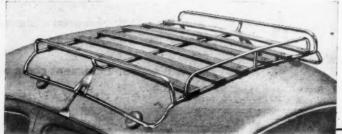
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ROOF TOP UNIT 13 GNS. TO 16 GNS. INCLUDING LADDER.

EACH SIDE TENT

10 GNS.

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TO CARRY HEAVY LOADS SWIFTLY with SAFETY

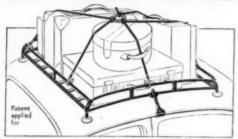
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'Everymans' ROOF RACK

Ideal for weekends and holidays EVERYMANS roof rack will carry the usual amount of excess luggage. Easily fitted to both large and small cars. Complete with clips and rubber pads and made in tubular steel. Finished black enamel. Size 34" x 36".

PRICE

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A visor is much more than a touch of elegance on your car: it means greater safety, greater driving ease.

HOLIDAYS mean motoring—we hope!—in the sun, whether you're at home or on the long straight roads of the Continent. Invest now in a Wingard visor, the one sure way to be free from sun-glare. Other famous Wingard aids to easier, more comfortable, safer motoring, too. Ask your dealer.



GLARE-FREE!

Will you finish your day's run with a cracking headache—or feel ready for an evening's pleasure? A Wingard screen visor can make just that difference. Easy to fit, light, tough, rust-proof, rattle-free, models to suit every popular car.

WINGARD

BETT'R ACCESSORIES FOR BETE . MOTO'I G

ROOM INSIDE!

There's more comfort inside when the luggage rides on top! Wingard now have five roof-rack models to fit all sizes and shapes of car including the outstanding "Wayfarer" Telescopic rack. Easy to fit and dismantle, prices range from 47/6

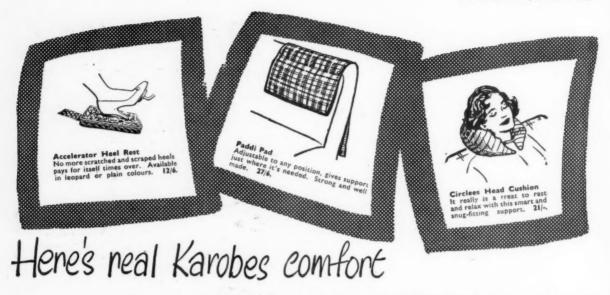


You dr As

GOING ABROAD?

You must have twin mirrors: 'wrong side' driving means you can't see without them. Ask your dealer for details of the Wingard range — the finest mirror range of all I Mustrated is the fully adjustable "Silverwing" model, price 32/6

WINGARD . CHICHESTER . SUSSEX Write for PREE leaflets on any of these Ane accessories.

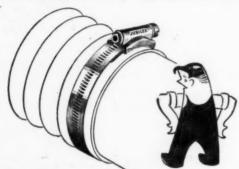


The Heel Rest is a real boon, protecting ladies' heels; the Paddi Pad adjusts to support wherever required; and "Circlees" gives really amazing comfort to the head and shoulders. The days of long hard driving diminish when Karobes accessories take the scene. Available from garages, motor accessory shops or Halfords branches.

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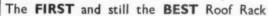
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with the perfectly flat luggage

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MARLEY MEDIUM 9' 2" wide MARLEY PORTABLE

BUILDINGS 4 standard widths

COAL BUNKERS from 6 cwt. capacity at £4.15.0 plus carriage



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With the 'General Accident', no-claim bonuses aren't confined to motor insurance. The 'General Accident' Householders' Comprehensive policy offers a bonus of one year's FREE insurance after every five years with-out a claim. Ask your broker or agent for full details.



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The unique action of the two cylinders of the Kismet Duplex is shown in the sectional drawing. The large cylinder A is filled with air from the atmosphere. This air is compressed into a small cylinder B from which it is forced into the tyre by the small piston. Thus, cylinder B receives three times the quantity of air which atmospheric pressure alone could provide. Tyre inflation is quicker and there is no forcing of the last inch of the stroke-the end of the stroke is just as easy as the beginning.

NOTE: For really accurate checking of tyre pressures use a Kismet Tyre Gauge

KISMET

equipment of character

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more luxury more pace more space



Here it is—today's exciting M.G. Magnette—sleek as a panther, urgent as an arrow, inspired continental styling in every line and feature. Sweeping ahead with all the zip, punch and road-hugging stability inherent in its breed, it wins outright on performance alone. Yet this thrilling sports saloon has much more to offer . . . extra space for luggage . . . panoramic vision . . . the luxury of real leather upholstery . . . flawless craftsmanship throughout. Come and see—

the completely new



Price £714.0.0 plus £298.12.6 P.T.
Duotone Colours extra.

Tuelve Months' Warranty
and backed by B.M.C. Service—
the most comprehensive in Surone.



MAGNETTE

MARK III

Safety fast!

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London Showrooms: Stratton House, 80 Piccadilly, London, W.J.

Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W 1





Bus stops on both sides of a busy road over the narrow railway bridge on Barnes Cor

Feeling the Pinch

LL responsible motorists will have welcomed Mr. Harold Watkinson's efforts, so far as they go, to tackle parking dangers. More particularly we have in mind the prohibition of parking on many main roads contained in the double white line scheme, and the discouragement of street garaging except in a few approved places and with safeguards. Both practices are dangerous and antisocial

In this connection also there is still much room for improvement in the siting of stopping places for public service vehicles. It should be possible to avoid temporary blockages, and the need for buses to pull across the traffic stream from a stop, placed on the left, just before a cross roads at which these vehicles have to turn right.

Further steps towards improved traffic flow-towards better use of the roads-could be made at little or no cost, and we ask the Minister next to approach local authorities (perhaps it would be a case of reapproaching them) requesting them to give special attention to hold-ups caused by road works. It is at weekday rush hours and during the holiday weekends that a pinch in the road becomes a serious blockage.

We have commented previously on the exceptionally long time which some quite minor roadworks take to complete, and on the apparently unintelligent planning of construction work from the road user's point of view. It may be that to complete programmes of road widening, resurfacing and so on more quickly would increase the cost, but it is fair to point out that to delay today's great volume of traffic, the major part of which is on useful rather than just pleasurable journeys, is also costly and frustrating to the com-

Particularly in the case of minor road works, a few thoughtlessly placed stacks of material, wrongly sited barriers or warning notices, projecting barrows or machinery can cause much unnecessary delay and congestion.

Automatic fixed-time colour light signals are often far

from satisfactory when, as frequently occurs on city roads and the main routes leading to the coast, as many as 100 cars wish to travel in one direction in the time that one passes in the other. And of course the morning flow is usually reversed in the evening.

Recently a member of The Autocar staff was held up by such a light signal on a Saturday at Kidlington, near Oxford. Single-line working for no more than ten yards of a straight road, due to pipe laying across the road, caused a mile-long traffic jam in one direction. That evening, traffic in the opposite direction was negligible. He stopped a short distance past this obstruction and mentioned the matter to "Arrh, hold up, and a good thing, too; stops 'em racin." It is the dated or thoughtless attitude, where it still exists among local authorities or the police, which we hope the Minister will help to revise as soon as possible.

ONTENTS .	Monaco Story	 776
	Good Form: Part 2	
	Renault Floride Impre	
	Pau Grand Prix	
	Car Sleeper	
	Road Test: Pontiac Bo	
	News and Views	
	Accessories	
	Scottish Rally Report	791
	Correspondence	796
	Targa Florio	799
	Caravan Notes	 803
	Indianapolis	 804
	The Sport	 907

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Ferrari drivers Cliff Allison (above, in the formula 2 car) and Tony Brooks (left) during practice. Allison, on his first G.P. drive with Scuderia Ferrari, was put out of the race in an accident on the second of 100 laps



Above: George Abecassis hands over the Facel Vega to Stirling, outside the Facel factory in Paris. Left: Rare picture of a thoroughly relaxed Moss, in the wheelhouse of the Shrimb

THE

By PETER GARNIER

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On and Off Duty at Monte Carlo

as Moss was running in his new toy; so we took it in turn

m.p.h., which the Hillman managed without complaint for many, many miles, and spent the Sunday night at Roanne.

NE of the few snags in a motor racing journalist's career—and they are few indeed—is the business of endless staying at hotels. To some people they are an adventure—like "pot-holing"; you haven't the faintest idea what you're going to drop into until you get there. But not to me; I prefer my own pit. It was with great joy, therefore, that I accepted Stirling Moss's suggestion for the Monaco G.P.; we were to join him and some friends in chartering a yacht in Monte Carlo harbour. To make it more worth while, we took it for a week—Monday to Monday, that is—the race itself being on the Sunday before we were due to hand the boat back to its owners. It all seemed simple enough, 'way back in the winter; and the prospect of sunshine and blue Mediterranean was incredibly attractive in contrast to London's smog.

On Sunday, 3 May—the day following the B.R.D.C. Silverstone—we were to meet Stirling and Katie in Paris for lunch; they were taking over a new HK500 Facel Vega, and we were to journey in convoy down to the sunshine. The days before promised to be amply filled. The Tulip Rally, in which I was driving an Austin-Healey with Jack Sears, was due to finish at Zandvoort on the Thursday; then there was the Silverstone meeting itself, at which both Jack and I had to be present, Jack to drive in the G.T. race, for which practice was on the Friday. Finally, as things turned out (though we didn't know this until the Tulip was over), there was the prizegiving back at Noordwijk on the Saturday evening. This last appointment proved too much so far as I was concerned—though Jack went back, after his race at Silverstone, to collect our trophies.

We crossed by Silver City with the Hillman Minx on Sunday morning, and as we drove through Montreuil, Abbeville, and Beauvais towards Paris, I began to realize how very much had been fitted into the last few days. At the Pam-Pam Restaurant, on the Champs Elysées, we found the grey Facel Vega, with Stirling, Katie, Lance Macklin, and George Abecassis standing round it—and went in together to eat, and relax for the first time for days. It was intriguing to see Stirling and Lance together again, and George Abecassis too; the three were so closely associated in the old H.W.M. days, when Stirling was beginning his career.

After lunch we said goodbye to George and Lance, and headed south through the Paris suburbs. The difference in performance between the two cars didn't matter—the Hillman with its 85 m.p.h. maximum, and the Facel Vega with its 140—

On Monday, a journey punctuated by stops for coffee and orange pressée took us down into Provence, with its sunshine, much brighter colours, its tall yew trees, and promise of even warmer climates to come. Inevitably, slabs of chocolate carried in the Hillman were reduced to liquid cocoa, and we used the air-conditioning plant with which the car was fitted to restore them to their original condition. It worked extraordinarily well—in addition to fulfilling its intended purpose of keeping cool the interior of the car. [See page 795.—ED.]

to keep station on each other, cruising at an indicated 80

The cars wound their way along the Corniche Inferieure from Nice into Monte Carlo on the Monday evening, and along the harbour which so soon was to echo to the exhausts of the racing cars. The town, which one has grown to know only in the bustle of the Rally or the Grand Prix, seemed much quieter than usual, though the Grand Prix posters indicated that the quiet was to be short-lived. The équipes had not yet moved in; apart from one or two others who, like ourselves, were combining business with a holiday, there were few familiar faces. It was a peculiar period of lull, before the tension of the race; a time of relaxation for Stirling. So far as we were concerned, there was no race—yet, at any rate; we didn't talk about it. Not until the cars, their mechanics and drivers, moved in would the calm be disturbed. There were two clear days before practice; the sun shone, and it was warm.

One couldn't help thinking, during that period, of people who lived less dangerously; people who had to spend their days at their offices, and their evenings at home, attending perhaps to some equally gentle hobby; people to whom work and their spare-time occupations were entirely separate, the one a drudge and the other a pleasure. It could well be that the tremendous public interest in motor racing arises from a dissatisfaction with the humdrum, safe way of life, and a sense of envy for those who have had the courage and ability—or opportunity; call it what you will—to seek and find, and enjoy, a less steady alternative.

If one accepts that the fascination of the sport lies more in the people than in the cars—and I think that this is true—it could well be an explanation for the fact that attendances at the big meetings continue to increase. It could explain, too,



Above: Phil Hill and Tony Brooks discuss Ferrari performances. Below, right: Maria-Teresa de Filippis, who drove Behra's Porsche Special. Left; Moss and Alf Francis



Above: Rob Walker, David Yorke of Vanwalls, and Trintignant—just off to do some work. Below: Pleasant days with the Shrimp—Stirling and Katie Moss, right



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DAYS BEFORE

the fact that a great racing driver is recognized almost wherever he goes—even at a small hotel at Roanne, in the middle of France; this does not, I think, apply so much in other sports.

The days of quiet went all too quickly; on the Wednesday evening the tables outside the cafés—the Chatham Bar, the Bristol, and others—were filled, not with Monégasques but with the entourage of the race. Occasionally a racing car, pushed from one of the garages scattered about the town, would burst noisily into life; as yet the race was still in the hands of the mechanics—the drivers' moments were to come. For the next three days the tension would steadily mount, and the hotels fill, until it reached its climax on the Sunday. People wandered round the town, pausing to join friends round a café table and chat, before moving on. There were great drivers of the past, down at Monte Carlo to watch the race—Farina, Etincelin, Bira, Chiron (whose home is at Monte Carlo), de Graffenried, Taruffi, and Fangio himself—men who had done with it all, known victory and failure.

Lull Before the Battle

There were the present-day drivers, too, whom the crowds had come to watch; surprisingly unaffected, they seemed, by the fact that they were the performers who would hold their great audience spellbound for three tense hours . . little Trintignant, with his woolly hat and pom-pom, being funny and keeping people amused despite the language differences; and Tony Brooks, gentle and serious, quite unlike the public's conception of a racing driver; Cliff Allison, a long way from his home at Brough, in Westmorland, happy at his first G.P. drive with Ferrari; and Jack Brabham, the quiet Australian—even farther from home.

There were the accessory people, and the competition managers from the oil companies—Dennis Druitt of B.P., Bryan Turle of Shell, and massive Ralph Martin of Shell International, people who are an inherent part of the racing scene. And, somewhat unfamiliar at foreign circuits, but responsible more than most people for the present British supremacy in Grand Prix racing, Leonard Lee and Wally Hassan of Coventry-Climax, without whose engines there would scarcely be any G.P. racing. Unobtrusively they went about the town—eventually to see one of their engines win the race, for the account year in succession.

Practice periods came and went—in the afternoons this time, instead of the customary 6 a.m. sessions of previous years, when the habitués of the Casino were liable to emerge into the cold light of dawn and find their way home barred by the racing cars. Each afternoon Stirling would leave us to go to work, first changing into his "office suit" of pale blue overalls; the "go-faster shoes," helmet, goggles, and gloves took passage in one of the fitted suitcases from the Facel Vega's boot.

With the Cooper-Climax and Cooper-B.R.M. to choose from, the practice periods were busy for him. On the first session he used the Climax-engined car, the other being unready, and put up fastest lap. The gearing was wrong for the circuit, however, and in the evening we went off to see Alf Francis and the mechanics, who were working on the cars—before dinner and an early night.

For the second session the B.R.M.-engined car was ready, though the gear box was out of adjustment and Stirling put in only three laps with it. The gearing on the second car had been over-corrected, and it was losing some half-a-second to Jack Brabham's works Cooper on the climb up from the harbour to the Casino. It was not until the Saturday that the gearing was spot-on, and Stirling put up the fastest lap ever recorded at Monte Carlo—in Imin 39.6sec.

The evenings were fun, with our lengthy meals at the Regent, where le patron and his English wife looked after us splendidly; we talked of boats—model boats, largely—and Stirling's and Katie's house in Nassau, but not motor racing; and Stirling's days were busy with U.P.P.I. meetings and social functions that he had to attend.

Sunday arrived; the days of preparation over. We had our café complet with Stirling and Katie in their room—partly to help keep his mind off the race. Even I, suffering the tension vicariously, could do no better than a croissant, though Stirling managed the full treatment of bacon and eggs.

Soon, Bira arrived to see them—Prince Birabongse, of prewar racing fame—and kept us in fits of laughter for a couple of hours; when he paused for a moment or two in his riotous discourse, Stirling said "Keep it up, in case I get nervous"—the only indication of the anxiety he must have been suffering. Outside, the loudspeakers round the sunlit town were blaring forth dance-music, and the crowds were swarming into the stands, waiting for him and 15 others to emerge from the security of their hotels into the limelight.





Cooling system drag losses can be reduced by regulating air flow through the radiator. The main air entry on the Jensen 541 is kept closed for all motoring in temperate climates

GOOD FORM

PART TWO

Tail Fins, Cooling Systems and Air Brakes

In many of the more recently introduced production saloons, the illusion is created that some concern with aerodynamics is involved because of the tendency to include tail fins. In practically all cases, these are entirely styling features. To have any significant effect on the position of the centre of pressure in side winds, these fins would have to be of substantially greater proportions, and at the speeds normally used on the road, can have little or no effect. In cases where a deep gully is formed between them across the boot lid, total drag may be actually increased, since air is drawn over the fins towards the centre of the tail, adding to the drag losses.

the tail, adding to the drag losses.

Perhaps it is significant that, even on Donald Campbell's projected land speed record car, it is by no means certain that stabilizing fins will be fitted, and losses from their use will be avoided, if it is found at all possible to do without them. No fin was fitted to the present record holder—John Cobb's Napier-Railton. This is, perhaps, a special case, though, because it is possible to choose conditions for the record attempts which avoid cross winds, a hazard which the ordinary motorist may encounter at any time. At touring car speeds, however, adequate finning is not a practical proposition, and attention must be directed to the handling characteristics of the car, to make

quate finning is not a practical proposition, and attention must be directed to the handling characteristics of the car, to make the effect of side gusts easily controlled.

Looking a little more closely into the causes of drag, these can be divided into form drag, induced drag, skin drag, accessory drag and cooling drag. Form drag is by far the largest single item, accounting for nearly 60 per cent of the total for a saloon car. It is brought about by the general shape which, when in motion, causes air to "pile up" in front, turbulence in the wake (at about atmospheric pressure) giving a pressure difference between front and rear which retards progress.

Induced drag and skin drag are the smallest items. Air pressure along the top of the car is reduced, while on the underside

Induced drag and skin drag are the smallest items. Air pressure along the top of the car is reduced, while on the underside it is increased; this makes for further air circulation and promotes induced drag. Side winds can have similar effects. Skin drag accounts for about ten per cent of the total in modern cars, increasing for better streamlined forms, and ammounting to as much as 75 per cent for shapes common in aircraft.

much as 75 per cent for shapes common in aircraft.

Accessory drag derives from all projections from the basic shape, such as bumpers, registration plates, lamps, grilles, wing mirrors, rain gutters, trim strips and door handles. These are some of the visible items. The underside of the car accounts

Last week, the value of wind tunnel testing and the reduction in fuel consumption from the use of low-drag bodies were discussed.

for much of the accessory drag, however, with cross members, sump, suspension, rear axle, exhaust system and the like projecting into the airstream. Cars vary greatly in the amount of "untidiness" beneath. Those with a platform or punt-type chassis are relatively smooth, and a particularly good example is the Citröen DS19. Here front-wheel-drive with concentration of major components forwards, and independent rear suspension, make a clean underside much easier to attain.

pension, make a clean underside much easier to attain.

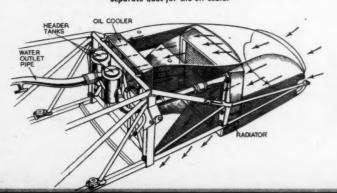
Racing and sports-racing cars all employ full-length, detachable undershields for obvious reasons, but if these were applied to normal touring cars there would be a number of serious disadvantages. Reduction of ground clearance and inconvenience when servicing are the main drawbacks. Noise inside the car would probably be increased, though use of a glass fibre moulding might overcome this. The sump has to be left exposed, otherwise an oil radiator is needed.

It has been estimated that about 20 per cent of developed power is absorbed in engine cooling. Some of this is used to drive the water pump and fan of a liquid-cooled engine. While nothing can be done about water pump losses, it is clear that an electrically driven fan, controlled by a thermostat, which comes into use only at low road speeds or when the car is stationary, can effect a saving. The remainder of these losses

It has been estimated that about 20 per cent of developed power is absorbed in engine cooling. Some of this is used to drive the water pump and fan of a liquid-cooled engine. While nothing can be done about water pump losses, it is clear that an electrically driven fan, controlled by a thermostat, which comes into use only at low road speeds or when the car is stationary, can effect a saving. The remainder of these losses (about 12 per cent of total drag) is accounted for by airflow through the intake grille and radiator matrix and into the engine compartment. Following aircraft practice, the radiator can be placed in a duct which converges towards entry and exit, slowing down the airflow at the matrix and thereby reducing the resistance to flow through it. Again many competition cars have such a system of ducts, and an exit is arranged wherever it is considered best.

In most production cars, the forward mounting of radiators which would enable this to be done would not always be practical, and appearance considerations militate against exit ports on the body surface. Nevertheless, efforts are already being made—Bristol have a ducted entry to the radiator, for example

Below: Ducted radiator of the current formula 1 and 2 production Lotus, with air outlet beneath the car. Air passes above the radiator to a separate duct for the oil cooler



Hooded lamps on the Ford Zodiac (right) contrast with the blended styling of those on the Riley Pathfinder and Porsche (centre)





Above: Air brake in use at Le Mans in 1955—Fangio's 300SLR Mercedes-Benz at Mulsanne. Right: Raised by hydraulic rams and operated by a flick switch, the Mercedes air brake avoided weight transfer from front to rear wheels

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—but obviously there is scope for a general improvement in this direction. An opening for air entry to a radiator at the front of a car reduces the pressure build-up at the nose, but pressure is then produced internally in the engine compartment, where airflow may be very poor.

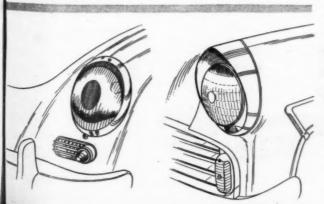
An alternative is to regulate air flow through the radiator. Generally the design of cooling systems is such as to provide for sufficient air to cope with the worst conditions of climbing mountain passes at low speed. In the majority of motoring, overcooling results, and the volume of air passing through the radiator could be reduced.

This is done effectively on the Jensen 541, for example, by fitting a swivelling flap, under the driver's control, in the air intake. All normal motoring is done with the flap closed, air entering only from beneath the car and through small slots behind the front bumper. This emphasises how unnecessarily large is the area of most air intake openings, some of which could be reduced by more than 60 per cent without ill effects. If less air passes through the radiator, more flows around the nose of the car, so that it is important for this to be well shaped.

Low drag bodies involve harder work for the brakes. A few

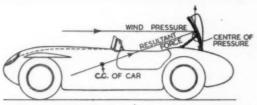
Low drag bodies involve harder work for the brakes. A few years ago this would have been considered a serious drawback, but with the advent of disc brakes for production cars there is now less cause for concern. Even with drum brakes much could still be done to improve cooling if wind tunnel investigations of airflow around brakes were made during development.

A logical offshoot of streamlining to reduce drag is to provide a means of increasing it when required, in order to assist the brakes. Much interest was aroused at Le Mans in 1955 when Mercedes-Benz fitted an air brake to their 300 SLR models—the first application on a road car, as opposed to record-breakers. Raised and lowered by two hydraulic rams, and with a driver control independent of the brake pedal, these gave a retardation of up to 0.3g when applied at near maximum speed. By inclining the flap to the vertical when raised, weight transfer from front to rear wheels was avoided, the line of action of the resultant thrust passing through the car's centre of gravity. Ultimately, if a similar system were to be fitted to fast production cars, operation by the brake pedal would be required, in conjunction with a governor driven by the transmission, to prevent the flap from being raised below a pre-determined speed.



Low-drag body on the Abarth Zagato 750 G.T. (below) enabled a mean speed of 95.4 m.p.h. to be attained from only 747 c.c. and 44 b.h.p. At constant speeds, fuel consumption was 98 m.p.g. at 30 m.p.h. and 41.2 m.p.g. at 80 m.p.h.





Sometimes quite small alterations of the shape of a blunt tail can have a marked effect on drag reduction. An example of this is the Fiat Abarth, with standard Fiat 600 body shell and the 750 c.c. Mille Miglia engine. When timed by *The Autocar* over a flying kilometre it recorded 83.5 m.p.h. When the engine compartment lid at the tail (a provision to increase engine cooling) was raised, maximum speed was increased to 89.0 m.p.h.

Estate cars, with their sharply cut-off tails, produce greater turbulence, and maximum speed is often slightly reduced. The mean maximum for the Morris Minor Traveller, for example, is 69.0 m.p.h., compared with 72.8 m.p.h. for the four-door saloon, but exposed wooden framework on this estate car adds considerably to the drag. The Austin A.40 with its angular tail, the same engine and 1.5 sq ft less frontal area recorded a mean speed of 72 m.p.h.—almost as high as the Minor saloon.

Because of the considerable body length of larger estate cars, breakaway from streamlined to turbulent flow probably occurs nearer the tail, which may account for the increased top speed of the Vauxhall Friary estate car, recently tested, which had a mean maximum of 90.6 m.p.h. compared with 86.5 m.p.h. for the Cresta saloon.

It is obvious that there is a conflict between, on the one hand, the desire to reduce drag, and on the other, the importance of providing the maximum passenger space in a saloon of a given size with good visibility. Rectangular shapes are necessary for the latter, but are contrary to those which give the least drag. Small- and medium-sized saloons are most affected, and the best that a drag conscious manufacturer can do is to concentrate on details such as the rake and curvature of windscreen and rear windows. The shape of the tail is of great importance to reduce turbulence, as is the avoidance of all unnecessary projections, particularly those which have no real function, such as hoods over head lamps, projecting motifs, and trim strips.

As window area tends to become larger the importance of flush-fitting side windows increases. These are difficult to achieve, but can have an important effect on drag. If an alternative to the swivelling ventilator for front windows can be evolved, so much the better. Hinged side windows in two-door coupés are a much more effective and efficient method.

are a much more effective and efficient method.

Fundamentally, it is the improvement in engine efficiency, following growing knowledge of the combustion process and the use of better fuels, which has tended to make streamlining of smaller importance these days. In times of low output engines, low-drag bodies were sometimes produced to improve performance and economy, often bringing with them a reduction in passenger space and poorer visibility. However, the fact that sufficient power and performance are now more readily attained, even from small cars, should not lead to complacency. There is much that can be done not only in attention to details but by the evolution of entirely new shapes, not necessarily conflicting with internal space requirements which, by reducing drag, can lead to important savings in fuel.

DONALD PETERS.

Brittany Sojourn

THREE DAYS AND 1,000 MILES WITH THE RENAULT FLORIDE

HEN the Renault Floride, based on the Dauphine chassis, was exhibited as a prototype at the Paris Salon in October, 1958, it was universally acclaimed as an outstandingly beautiful design.

Since that time the car has undergone intensive development. No exterior alterations have been made to the bodywork, but the mechanical specification is now finalized, and the car is expected to be on the French market in the late autumn, and available in the United Kingdom shortly afterwards. Initial production is for 100 per day, and it is planned to increase this to 200 very quickly. Approximate British price, inclusive of purchase tax, will be £1,200. Bodywork is available in two forms—a fixed hard top coupé, and a

cabriolet, both versions having individual front and full-width rear seats. Behind the rear seats of the coupé is a useful compartment for inside luggage. On the cabriolet this space is used for stowage of the hood in its folded position, in which it is flush with the bodywork and provided with a cover having pull-up fasteners. As an extra, this cabriolet version can be fitted with a detachable hard top, made in pressed steel, with a wide rear window and two half-opening quarter lights. It is secured to the body by two over-centre clamps and two side clamps, and to the screen top rail by two manually adjustable locks.

Compared with the standard production Dauphine, the all-up weight of the Floride is increased by approximately 2cwt (the cabriolet with hard top turns the scales at 1.7191b with

Compared with the standard production Dauphine, the all-up weight of the Floride is increased by approximately 2cwt (the cabriolet with hard top turns the scales at 1,719lb with the 7-gallon fuel tank full). It has, however, a considerably increased performance, for the engine power has been raised from 31 to 40 b.h.p. gross. Of even greater importance for a car of this size and type is the fact that a four-speed gear box, with synchromesh on the upper three ratios, can be specified as an alternative to the standard three-speed unit. Also the final drive gearing has been raised from 4.68

on the Dauphine to 4.375 to 1 for the Floride. Somewhat surprisingly, the engine is not a development of the Dauphine Gordini unit, but is a derivation of the Ventoux, using the standard type of cylinder head. The extra power is obtained by raising the compression ratio to 8.0 to 1, increasing the valve opening periods with a new design of camshaft, and inlet valves 1mm larger in the head, in con-

Above: Brittany abounds in delightful bays and beaches reminiscent of Pembrokeshire. Three of the test cars are drawn up for a breather at Erquy-Plages. Below left: Many of the older women wear an exquisite Breton lace bonnet as everyday headgear. Bottom left: Facia of the Floride is tastefully styled. The transportable radio can be unclipped and used outside the car. Below right: The Floride was awarded first prize by the Societé d'Encouragement à l'Art et à l'Industrie as the best looking French car at the 1958 Paris Salon







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Beautiful car in a beautiful setting—the bay at Douarnenez is the background

junction with bigger ports and a Solex 32mm dia carburettor. Recently it was possible to carry out tests of both the threespeed and four-speed versions during three delightful days in Brittany. The most outstanding impression was that the car is noticeably more stable than the standard Dauphine, with increased performance. Oversteer is reduced, considerably and stability in a straight line very much improved. Undoubtedly this arises from the adoption of noticeable negative camber for the rear wheels, the suspension for which is of

camber for the rear wneers, the suspension for which is similar swing axle type.

Leaving Paris for Brittany by way of N12 as far as Fougères, and then going across country on N794 as far as Dinan, where N176 was joined, we proceeded through Lamballe, again on N12, towards St. Brieuc, the night's destination. On a corrected distance recorder the total journey was 247 miles, covered in the Almin inclusive of a refuelling store the average speed

in 4hr 42min, inclusive of a refuelling stop; the average speed was 52.6 m.p.h. and the fuel consumption 33.4 m.p.g.

Lunch was taken at the Ponts-Neufs restaurant near Lamballe, reached along N786. It rates two stars in the Guide Michelin; apparently the only reason it does not have a top three star

apparently the only reason it does not have a top three star rating being that le patron, M. Lorand, is not interested in having the place overrun by waiters.

The car used during this journey was a three-speed version with two aboard, and for much of the journey we were in convoy with a four-speed model carrying the driver only. It was possible to draw away slowly on long straights with the three-speed, but the overall advantage was with the four-speeder. Eventually it pulled away in the hilly districts with its advantage of narrower gear steps and a high third (overall ratios 4.5, 6.4, 9.2 and 16.2 to 1). It will indeed be surprising if the majority of the Florides sold are not so equipped.

The second day was spent touring the attractive coast line

The second day was spent touring the attractive coast line of Brittany. It was, perhaps, appropriate on this day that lunch was taken at a one star restaurant in Douarnenez—La Caravelle, the name by which the car will be known in the U.S.A. Representative performance figures were taken with the four-speed version. Average time for a standing start quarter-mile

was 25.3sec, and it reached 30 m.p.h. in 6.7sec, 40 m.p.h. in 10.9sec, 50 m.p.h. in 17.0sec, and 60 m.p.h. in 27.7sec. Mean maximum speed was 74.8 m.p.h.—approximately 10 m.p.h. more than that of the standard Dauphine.

The return journey to Paris was made by way of Mont St. Michel—this is an awe-inspiring sight, but I was very disappointed by the degree of commercialism. Its narrow, steep pointed by the degree of commercialism. Its narrow, steep roads, which reminded me of Clovelly in Devon, were similarly flanked by knick-knack shops, with just too much emphasis on the tourist.

Total corrected mileage was 1,048 miles, during which, with mostly hard driving, the fuel consumption worked out at 33.9 m.p.g. A driver who cruised at not more than 60 m.p.h. without using maximum performance in the gears could expect

an average fuel consumption of around 40 m.p.g.

There is increasing interest in luxury versions of quantity production cars. Many people are prepared to pay the extra for the higher standard of appointments, and the Floride has been very well thought out in this respect.

H. M.

At le Mont St. Michel the tide comes in faster than a horse can gallop. One of the many excellent French road signs gives pictorial warning of this, understood even if the car owner cannot speak the native language



The hard top is detachable on the cabriolet and is provided with a soft hood (left) which folds away completely in a recess when lowered (right).

There is good leg-room for rear passengers







Trintignant, on his way to winning the roce with Rob Walker's Cooper-Climax, passes under the Pont Oscar on the waterlogged track

Grand Prix de Pau

HE Grand Prix de Pau was yet another feather in the cap of John Cooper, undoubtedly this season's most successful constructor to date. Cars of his manufacture, in the hands of Maurice Trintignant, Bruce McLaren, Lucien Bianchi and Tony Marsh, took first four places in this formula 2 race, although the story might have been different if Jean Behra, in the single-seater Porsche built for him in Modena, had not sayin in the early loss losing so much not spun in the early laps, losing so much ground that only a debacle among the leaders could have put him back in front. Even on the rain-soaked circuit this was unlikely with such masters as Trintignant and Bruce McLaren in the lead, but the Frenchman's efforts to catch up gave much interest to what could have been a procession.

Behra had been released by Ferrari to drive his "Behra-Porsche," Jack Brabham, fresh from his Monaco victory, was there to share the two Alan Brown cars and the Ken Tyrrell car with Masten Gregory and Bruce McLaren. Rob Gregory and Bruce McLaren. Rob Walker had brought along only one car, the wire-wheeled model that Trintignant had driven at Monaco, but this time with a 11-litre engine, of course. Tony Marsh, Henry Taylor, Campbell-Jones and Nor-man Barclay had normal formula 2 Coopers, while Bob Hicks was the only representative of the marque Lotus. Two

other well-turned-out Coopers which attracted considerable interest were Lucien Bianchi's and Jack Lewis's cars; the former was running under Ecurie Nationale Belge colours in its first real race, having only practised for Monaco previously. Four privately owned RSK Porsches

built by the factory this year had been inscribed for Harry Schell, Godin de Beaufort, Wolfgang von Seidel and Christian Goetals; all were in single-seater form. A couple of Oscas finished off the entry, Cabianca and Munaron up. Initial stages of practice were notable

for the obvious speed of the Behra car; in the dry he was able to come within 0.8sec of his own lap record for the circuit, established in 1954 in a Gordini. But the biggest surprise was the performance of young Jack Lewis, from Stroud; he recorded Imin 36.7sec, only a second slower than Behra, without fireworks or untidiness.

Jack Brabham was in trouble with a persistent misfiring which he put down to oiling plugs, and Masten Gregory was having hectic moments on the back stretches until it was discovered that the rollers locating the rear springs were loose.

On the second day of practice, rain set in early, but not before "Trint" had clipped 0.1sec off Behra's 1min 35.7sec Final times revealed that Bruce McLaren shared the front row of the

grid with Behra and Trintignant, Jack Lewis and Jack Brabham were in second row, while Gregory, Taylor and Bianchi made up the third row. Rain threatened as starting time came near, and there was a good deal of heart-

Roche made the start and, as he leapt aside, Masten Gregory came screaming out of the third row straight into the lead. First-lap order was Gregory, McLaren, Behra and Trintignant; on the second lap first Behra and then Trintignant passed McLaren and the battle for the lead began to look interesting, but it was not to be.
On the next lap Behra, in his eagerness to pass the American, took a distinctly original line on the squiggles after the Buisson Hairpin and landed among the straw bales, holing a tyre in the process. The resultant limp back to the pits and wheel changing—he changed to bigger front wheels at the same time-cost him more than two laps and he ceased to be a force in the race.

The battle was now on between Trintignant and Masten Gregory with a vengeance; there was barely a fifth of a second between them, and they changed places frequently in the tricky Parc Beaumont section. On the 21st round Masten came limping up to the Cooper signalling sta-tion on the Leon Say rise and asked the crew to listen to his back axle. After one slow lap he was seen no more the third time his crown wheel had failed, and he was out of the race.

By this time the rain was falling steadily; Trintignant was 21sec ahead of McLaren, and Henry Taylor 25sec behind the New Zealander, with young Jack Lewis close on his tail. Behra, making superhuman efforts to catch up, on his 22nd lap put up the amazing time of 1min 36.8sec, an average of 102.688 k.p.h. (63.81 m.p.h.) on a wet track, and the fastest lap of the race. Jack Brabham had retired, after only a few laps, with slipped timing, so he and Gregory watched their team mate McLaren holding off first Tony Marsh and then Lucien Bianchi, the latter driving with great ability and speed in the wet.

Two-thirds of the way through the race the rain really came down and the Bel-gian forged ahead of Marsh into third place on the 67th lap, picking up almost half a second a lap on the leader and get-ting himself on the same lap as Trintignant and McLaren.

Behra, too, was going great guns, holding fifth place but still more than a lap behind, until on the 66th lap he spun on the approach to the Station Hairpin, bending a wheel. A quick pit stop lost him ground to Henry Taylor, who had had the misfortune to pick up a nail earlier on, the resulting puncture dropling him back to eighth position, whence he had been gradually working himself forward.

So the race drew to a close, Trintignant driving with remorseless accuracy and skill, secure in a lead over McLaren which he had gradually extended throughout the

Pau C.P. (88 laps of 1.71 mile circuit: 137.2 miles)
reral Gassification, formula 2: 1. Con (M. Trintignant), 2hours 23min

Lucien Bianchi drove his Cooper-Climax extremely well in the wet, to finish third behind McLaren's similar car—and bring the Cooper score up to 1st, 2nd, 3rd, and 4th places in the Pau G.P.





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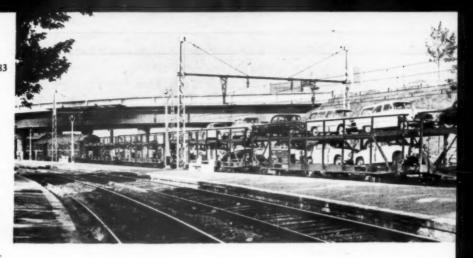
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CAR SLEEPER



AN one have a good motoring holiday in the South of France with only one week to spare? The answer is "Yes," if advantage is taken of the car-sleeper service of French railways to cover overnight, in comfort, the 771km (478 miles) from Boulogne to Lyon, leaving an easy day's drive of not much more than 200 miles to the Côte d'Azur or to Interlaken, and much less to the French Alps.

After crossing on the afternoon boat from Dover and driving the car on to its two-decker truck, one can have a very agreeable dinner in the station restaurant at Boulogne before the train leaves at 8.37 p.m. Sleeping cars are provided for drivers and their passengers, and they can have breakfast on the train before the 8 a.m. arrival at Lyon. In effect, one can gain a day and have a full night's rest—compared with the motorist who prefers to drive from a channel port through the rather uninteresting countryside of northern France. The return journey follows a similar pattern—one leaves Lyon at 7.12 p.m., has a leisurely dinner on the train, and arrives at Boulogne at 6.55 a.m. for breakfast at the station restaurant before embarking on the cross-channel car ferry. The service is daily, except Wednesdays.

Snags? There appears to be only one, arising from the fact that the cars travel in the open, in two tiers, as opposed to the English car sleeper practice of carrying cars on a single deck in covered wagons. For part of the journey a steam engine draws the train, and one's car gets a little grimy even on the "top deck" in dry weather; in rain, the accretion of dirt is greater. Cars accommodated on the lower deck are exposed also to oily and rainy drippings from the cars above.

Each train is capable of carrying about 95 cars and their passengers, the latter in four or five wagon-lits coaches and four second-class couchette coaches. This car sleeper service, which has been in operation since 1957, has proved very popular, and bookings have to be made well ahead for the popular holiday aeasons. Last year, in the four summer months, more than 6,000 vehicles and 18,000 passengers made the return journey.

In the middle of June a similar service will start, running three times a week between Paris and Avignon and return; timing will be—leave Paris 10.13 p.m., arrive Avignon 8.29 a.m.; leave Avignon 8.32 p.m., arrive Paris 7.28 a.m.; distance 696km (432 miles).

Charges, identical for the two services, are given in a separate table; against them one can set the cash saving in petrol, the intangible yet very real advantages of two extra days in the chosen holiday area, and starting one's motoring fresh after a night's rest.

H. H.

CAR SLEEPER

Car and two passengers
Car not exceeding | 2ft. 6in. long | 18 | 28 | 28 |
Car exceeding | 2ft. 6in. long | 18 | 28 | 28 |
Car exceeding | 14ft 6in | 20 | 32 | 36 |
Extra for wagon-lit berths instead of couchettes, for two

Wagon-lit double (2 per compartment) | 6 | 12 |
Car exceeding | 14ft 6in | 3 | 6 |
Additional passengers

Adult | 6 | 9 |
Child over 4, under | 0 | 4 | 6 |
Extra for wagon-lit berths instead of couchettes;

Wagon-lit double (2 per compartment) | 3 | 6 |
Extra for wagon-lit berths instead of couchettes;

Wagon-lit double (2 per compartment) | 3 | 6 |
Extra for wagon-lit berths instead of couchettes;

Wagon-lit double (2 per compartment) | 3 | 6 |
Care must not exceed 5ft 4jin high overall; width between outer faces of tyres must not exceed 5ft 7jin, and between inner faces must not be carried.

AD.

Above: Two-tier transporters loaded with cars are coupled to the rear of the wagon-lit coaches. Right: Driving up a steep ramp to the top deck at Boulogne, Below: Railway staff wait to chock the wheels while the owner locks the luggage boot





At Lyon, passengers are taken by special coach a few hundred yards to the car unloading point (right). Vanguard spatted with soot and oil (below) after travelling on the lower level





*Autocar ROAD TEST

Pontiac Bonneville

SPORT COUPÉ



An immediate impression of great length is given by the Sport Coupé version of the 1959 Pontiac. With the windows retracted, a large, uninterrupted opening is provided on each side

FIRST impressions of the Pontiac Bonneville Sport Coupé are influenced by the impact of the great size of this 1959 American model. While it is in every sense a close-coupled car, this coupé is nearly 18.5ft long, and approaches 7ft in width. These dimensions, in conjunction with a height of only 4ft 4.8in, make the car appear even larger and more impressive—as the stylists intended. The placing of the rear seat so near to the front seat backrest enables huge areas of front and rear decking to increase the appearance of length. Under the bonnet the 6,377 c.c. vee-8 engine is almost dwarfed, and in the luggage locker a grown man can lie at full length and still leave room, it would seem, for a couple of bubble cars, provided they were flattened a little.

Before analysing the Bonneville, some survey of its equipment will serve to distinguish the car from its basic counterpart in the U.S.A. U.S. Concessionaires, the importers, fit all the extras which they know are almost certain to be specified by buyers in the United Kingdom. Thus at an all-up price of £2,400 (pushed by tax up to £3,225 for the British buyer) the equipment includes automatic transmission, power steering and power brakes, radio with power-operated aerial, heater and demister, screenwasher, power-operated windows, and a speedometer which may be set to sound a warning when speed limits are exceeded. This price also includes items which, while taken for granted on such a car in Europe, are extra in America, such as various lights for courtesy, warning or convenience. The car tested was fitted additionally with a six-way, power-operated front seat (£75 with purchase tax) and the type of radio in part portable form for use out of the car (£35 extra with tax compared

with the price of the static set).

In the Pontiac range, the Bonneville series comes at the top end. The six-cylinder Strato Chief, Laurentian and Parisienne are first, with British basic prices ranging from £1,708, then come the vee-8s, with the Catalinas from £2,000, Starchiefs from £2,132, and finally the Bonneville series beginning with the Sport Coupé. All British list prices quoted include extensive additional equipment.

Companions in the Bonneville group are a convertible, with two doors like the Coupé, a four-door hard top and a

Safari Station Wagon.

Power output of the big vee-8 engine reaches 300 b.h.p. (gross) at 4,600 r.p.m., and maximum torque is a formidable 420 lb ft at 2,800 r.p.m. In spite of a weight, with two occupants and test equipment, topping two tons, impressive acceleration and maximum speed are experienced. For the size of the car the frontal area is not great, and the shape is made the more penetrating and drag-free by the steeply raked screen and rear window. The test car was fitted with Dunlop Gold Seal tyres, which are of four-ply rating and intended for sustained speeds of under 100 m.p.h. For this reason maximum speed was not held for long periods on the Continental autoroutes on which some of the testing took

place. Nevetheless the Bonneville quickly reached its maximum of a true 114 m.p.h.

Acceleration is really impressive. From a standing start the quarter-mile is covered in 17.4 sec, and 30, 60 and 100 m.p.h. are reached in 3.4, 9.7 and 29.8 sec respectively. At the end of the measured quarter the true speed is on the 80 m.p.h. line, and with the three-figure mark attainable in under half a minute, this Pontiac is in the high performance sports car class when getting under way in a straight line—and without the manual gear shifting usually associated with such pick-up.

Such pick-up.

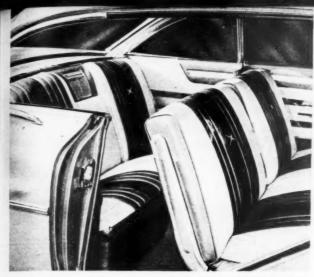
Hot or cold, the engine fires at once and stays running. The automatic transmission gives rise to no difficulty when manœuvring while the engine is cold. One may start up in a driveway after the car has spent a night in the open and edge back and fore at once without difficulty. (Minimum temperatures during the test stayed appreciably above freezing point.) The automatic choke cuts off quite quickly, but even before this, the engine pulls smoothly and with a goodly proportion of its 300 horses.

At any speed the engine is unruffled. In normal driving it has no need to exert itself unduly, and when being made really to rush over the ground on fast roads there is still no fuss. The underside of the bonnet is thickly padded in sound deadening material, which helps to keep any noise from the smoothly working engine to a minimum. Indeed, the main outward indication of high speed is the floating movement of the bonnet lid, as a result of air pressure, to which the fast driver becomes accustomed.

There are few more difficult suspensions to describe than that of the Pontiac, at least to the European. There is so much good in it, mixed with weaknesses at low speeds. There is wallow, yet even this is controlled within quite

In the driver's door are four control switches for the windows, and in the left of the seat are those governing seat movement. Well to the left of the foot brake is the pedal-operated parking brake, and to the side of the ventilator control above this is its release catch with the warning light shining on it





Above: Entrance to the rear compartment is not difficult, for although the close-coupled coachwork imposes restrictions, the back rests of the front seats will fold forward. The second loudspeaker for the radio is installed above the rear seat folding arm rest. Right: the front seat may be moved electrically in six directions. Here it is swung back into the maximum reclining position



fine limits. Initially the impression is of ultra-soft springing which at lower speeds sometimes gives rise to pronounced vertical motion. In this condition it is quite possible for occupants' heads to touch the low roof. At high speed more discomfort might be expected, but it does not occur. Some of the best characteristics of the suspension are revealed when the car is travelling fast, in which circumstance bumps are ridden well without appreciable pitching. Roll is firmly limited, and corners can be taken fast without flurry.

On the Bonneville the power steering is much higher geared than has been usual in American models. The turning circle even between walls is less than 45ft, which is very moderate for a car of this length, and the number of turns of the wheel from lock to lock is but 44.

For years American manufacturers have been using power steering extensively, but without improving on the prevailing very low gearing which demanded a great deal of steering wheel movement for a relatively small change in direction. There has been some fear that the domestic market might find sensitive steering "too quick" and therefore dangerous (as opposed to safe in the European mind). But in the Pontiac there is immediate response to wheel movement, and in normal driving scarcely any occasion on which the wheel needs turning much.

The high degree of servo assistance takes a little getting used to. As a result of this rather than the gearing there is a tendency, particularly on early acquaintance, to turn the wheel too much and also to make sharp turns unneces-

Part of the radio is installed in the glove locker; this may be removed and used as an independent portable. The batteries in the portable are charged automatically when the main set is in the car. The housing for the plug-in unit affords protection from oddments in the main locker. The instrument dials are mounted in deep recesses



sarily quickly and cause tyre squeal. When one keeps in mind that the Bonneville is a big, two-ton car, more gentle handling in city manoeuvring becomes natural. The steering mechanism is smooth, and permits no kick-back over any surface. There is no noticeable lost motion, and a perfectly straight course can be held on a heavily cambered road without any tendency for the power assistance to cut in and out.

The four-speed Hydramatic transmission is fitted with a choice of three settings for driving forwards. That normally used, the first of the "Dr." positions on the quadrant, gives all four gears automatically, with maxima under full throttle of 20, 36 and 70 m.p.h. on the first three. In Dr. 2 the maxima are the same but there is a change from top to third every time the speed falls to 62 m.p.h. In effect, Low is like an extended Dr. 2. Again the gear drops from top to third at 62 m.p.h., but when the speed falls to 36 m.p.h. second gear is engaged automatically. In Low, the maximum on second is raised from 36 to 46 m.p.h.

Most buyers will scarcely ever use anything but Dr. 1, for a kick-down is incorporated which enables third to be engaged at 61 m.p.h. or below, and second at speeds of up to 20 m.p.h. Full throttle can be used without kicking down, so that plenty of acceleration is available without pushing up fuel consumption unnecessarily. The minimum speeds at which full throttle can be used without a lower gear automatically being engaged are approximately 28 and 9 m.p.h. on top and third respectively.

9 m.p.h. on top and third respectively.

Both when accelerating and on the overrun, the changes themselves are smooth. There is no jerkiness, for example, when the gears change as the car comes to rest at a traffic hold-up. Of course, there is a fierce punch when the throttle is snapped open at low speed to give a combination of full power and a change into second at the same time. With 300 horsepower one could hardly expect it to be otherwise.

Despite hard use the brakes stood up to their task very well. It is to their credit that in fast driving they held the heavy car without deterioration. To drive a big American family car fast and without brake fade is something rather new, and on European roads it makes a big difference both to journey speeds and the driver's peace of mind.

Owing to the amount of power assistance, exceptionally light pedal pressure is required to give maximum retardation; there is no advantage in going over about 40-45lb. Of the degree of stopping power, balance and general refinement there are some criticisms. When riding fairly light—two up and about a hundredweight of luggage in the boot—the back wheels lock much more easily than the front, and in normal motoring maximum deceleration is about 75 per cent. It is possible to exceed this by holding the car straight





Prominent fins at the rear, in conjunction with the very high standard of visibility, simplify manœuvring and close parking



with the rear wheels locked, and to obtain 0.88 g. However, partly because directional stability is affected, this is not a figure likely to be obtained safely in an emergency. The lightness of touch required is such that even when the driver is using a very gentle foot, in town driving some plunging often occurs on the approach to any hold-up. The pedal-operated parking brake is excellent. Even on a test hill with a one in three gradient this brake was able to hold the car. The surface was damp concrete, on which the car restarted, albeit with easily provoked wheelspin. The pedal can be used also as an emergency brake. The car tested was fitted with a parking brake warning light which is available as an extra. A lock is incorporated in the transmission (marked P on the selector tell-tale), so that the car may be left securely in any circumstances even if the parking brake should fail.

Illumination in forward or reverse gear is satisfactory. The twin installations at the front are found suitable even on winding roads, and in reverse the tail seems less of a protuberance than might be imagined. Each of the wide doors is very sensibly fitted with a reflector at its extremity.

Coupé coachwork with a single door at each side restricts entry to the rear seat, where leg room is also limited for adults. Although the coachwork is characteristic in these respects, plenty of use is made of the available space for occupants of the front seat and for luggage. Passengers at the rear have their heads very close to the glass of the rear window, and in some circumstances are subjected to the full glare of the sun. There is not room to fit the venetian type of blind currently popular.

Although there is bonnet tremor at high speed the body as a whole is a very rigid structure. There are no rattles or squeaks, and the doors, in spite of their size and weight, open and close smoothly. On British roads the width of the car and left hand driving position call for some caution, particularly in town. There is neither a factory fitted right hand drive nor a conversion available. The width makes the middle of the coachwork difficult to reach for washing.

Trim is in two colours and the darker shade, a pleasant blue on the car tested, is of leather. The remaining leathercloth is realistic and therefore, with the help of the real leather smell, the whole would normally be taken for hide. Added decoration is provided by a large star in each main panel. These are backed up by star spangled carpeting which looks particularly attractive in certain lights.

A driver can settle himself very comfortably behind the two-spoked, dished steering wheel. All round visibility is excellent, despite slight distortion through the corner of the screen farthest from the occupant's eyes. Switches mounted on the driver's side of the seat enable rake, height and distance from the facia to be adjusted quickly by electric motors. Mounted on the door are four switches controlling all four side windows. When alone the driver can, therefore, adjust any one of them to suit himself even on the move. The front passenger's window and those in the rear compartment each have a single switch for on-the-spot control. When fully open, the windows disappear to leave a complete, pillarless opening along each side.

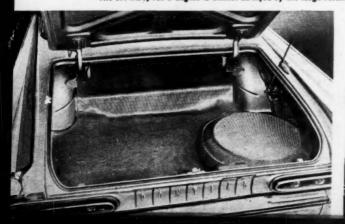
While the test was conducted in temperate weather, it

While the test was conducted in temperate weather, it is safe to describe the heater as being powerful. The variable distribution and temperature range required of modern heaters has led to considerable complication of controls, but those of the Pontiac are exceptionally good. A very small panel holds the switches, and the proportion of maximum heat output can be checked at a glance. Little red rectangles appear in a window as the heat control is turned, so that the amount of red showing indicates the output selected. The very big, laminated screen is demisted effectively. There are excellent fresh air vents on each side of the front compartment. The blower fan is very quiet.

With automatic choke and transmission the driver needs few hand controls for use while driving, but those which may be needed, such as for wipers and lights, are easy to reach. A cigarette lighter is mounted beside the central lockable glove compartment. The instruments are deeply recessed in three dials in front of the driver; these and the facia as a whole are topped by a padded, one-piece covering. This grained material is only slightly reflective, but in certain circumstances its reflection has the effect of making the screen appear to be misted over. The cowled dials' faces reflect, sometimes rather badly, in the driver's eyes. Unusually, a small knob protrudes through the glass in the centre of the speedometer. This is for setting an auxiliary hand operating the speed warning device, which has given this instrument the name Safeguard. Whenever the speed indicated by the second needle is exceeded, a

Left: the luggage locker interior is shallow yet, as the wheel indicates, exceptionally long. Luggage may have to be disturbed to reach the spare wheel only when an exceptionally large quantity is being carried. The electric motor which raises the radio aerial is mounted to the right. Right:

The 6.4-litre, vee-8 engine is almost dwarfed by the large volume of under-bonnet space. The padded bannet lid is spring loaded







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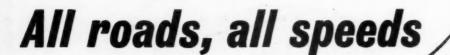
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GOODFYEAR

THE WORLD OVER, MORE PEOPLE RIDE ON GOODYEAR TYRES THAN ON ANY OTHER MAKE

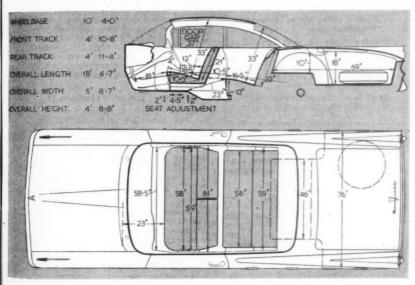
Pontiac Bonneville . . .

not-too-loud buzzer sounds. Apart from the obvious usefulness to some drivers in built-up areas, the Safeguard appeals particularly on long motorway runs when speed can build up so insidiously.

Push-buttons are used to control the de luxe radio fitted as standard for the British market. It works well, with the aerial extending or retracting as the set is switched on or off. For use in remote areas a further big extension can be made by turning an auxiliary control. The windscreen wipers have two speeds but, partly owing to the angle of the screen, rain drops flatten out on impact in such a way that the wipers tend to smear rather than wipe really clean. The wiper motor is quiet.

Wherever it went, this Pontiac attracted every eye, and nearly always a reaction of admiration and even awe. In spite of its size, it is easy to manœuvre and restful to drive on long runs. There is power to spare, and an air of luxury which is very tempting. Even with the imposition of duties, the price remains moderate for a car of this class.

PONTIAC BONNEVILLE



Scale fin to Ift. Driving seat in central position Cushions uncompressed.

PERFORMANCE -

ACCE	E ECTO A	THORE
ALLE	LEBA	TION:

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KE

Speed r	ange, G	ear Ratios	and Tin	ne in Se
	3.08	4.77	7.86	12.29
M.P.H.	to 1	to 1	to 1	to 1
10-30	-	4.2	2.8	-
20-40	*****	4.2	3.0*	_
30-50	6.9	4.4	_	_
40-60	6.7	_	_	
50-70	7.2	-	_	_
60-80	8.0	-	-	-
70-90	9.6	_	-	_
80-100	12.3		-	_
		*In low	7.	

From	rest	through	gears	to:

CSL	unrougn	361	Cars	EU.	
					Dr.
N	I.P.H.				sec.
	30				3.4
	40				5.1
	50				7.3
	60				9.7
	70				13.2
	80				17.5
	90				22.8
1	100				29.8

Standing quarter mile, 17.4 sec.

MAXIMUM SPEEDS ON GEARS:

Gear		M.I	P.H.	K.P.H.			
				Dr.	Low	Dr.	Low
Top		(n	nean)	114	-	183.6	
		(best)	114	_	183.6	
3rd				70	70	113	113
2nd				36	46	58	74
lst				20	20	32	32

TRACTIVE EFFORT:

			(lb per tor	1) Gradient
Top .	 		330	1 in 6.7
Third .	× 5	**	540	1 in 4.0
Second.	 		795	1 in 2.6
Pedal lo				ent stopping
ion Illa			discre-	nce in fi

Pull

Equivalent

FUEL CONSUMPTION

FUEL CONSUM	MPTION:				
at constant speeds	in top gear				
M.P.H.	M.P.G.				
30	20.6				
40	19.5				
50	17.9				
60	16.8				
70	15.3				
80	13.8				
Overall fuel const	umption for 1,1				

miles, 11.8 m.p.g. (24.0 litres per 100 km).

Approximate normal range 10—16 m.p.g. (28.0—17.6 litres per 100 km.)

Fuel: Premium grade.

TEST CONDITIONS: Weather: Dry, still air.

Air temperature, 57 deg F.
Acceleration figures are the mean of several runs in opposite directions.
Tractive effort obtained by Tapley

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer: True speed:	10	20 18	30 27	40 36	50 46	60 55	70 64	80 74	90 84	100 93	110 102	120 114	

- DATA -

PRICE (basic), with Sport Coupé body, £2,276.
British purchase tax, £949 10s.
Total (in Great Britain), £3,225 10s.
Extras: Power-operated seats £75 (with tax)e

ENGINE: Capacity, 6,377 c.c. (389 cu in). Number of cylinders, 8. Bore and stroke, 103.18×95.25 mm (4.06 \times 3.75in).

3.75in).

Valve gear, o.h.v., push-rods.

Compression ratio, 10 to 1.

B.H.P. 300 (gross) at 4,600 r.p.m. (B.H.P. per ton laden 142.9).

Torque, 420 lb ft at 2,800 r.p.m.

WEIGHT: (With 5 gals fuel), 39 cwt (4,368lb). Weight distribution (per cent); F, 53.8; R, 46.2. Laden as tested, 42 cwt (4,704lb). Lb per c.c. (laden): 0.74.

BRAKES: Type, G.M. Delco. Front, 2 L.S.; rear L. and T. Method of operation, Hydraulic. Drum dimensions: F, Ilin diameter; 2.5in wide. R, Ilin diameter; 2.0in wide. Lining area: Total F and R, 170 sq in. (81 sq in per ton laden).

TYRES: 800—14in Dunlop. Pressures (lb sq in); F, 22; R, 22.

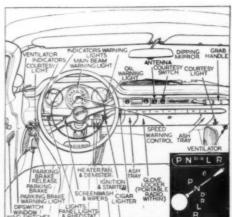
TANK CAPACITY: 18 Imperial gallons, Oil sump, 8 pints. Cooling system, 36 pints (plus 4 pints if heater fitted).

STEERING: Turning circle: Between kerbs, R, 43ft 0in; L, 42ft 4in. Between walls, R, 44ft. 4in. L, 45ft 0in. Turns of steering wheel from lock to lock, 4.25

DIMENSIONS: Wheelbase, 10ft 4in.
Track: F, 4ft 10.8in; R, 4ft 11.4in.
Length (overall), 18ft 4.7in.
Width, 6ft 8.7in.
Height, 4ft 8.8in.
Ground clearance, 6.56in.

ELECTRICAL SYSTEM: 12-volt; 61 ampère-hour battery. Head lights: Double dip; 37.5—50 watt bulbs.

SUSPENSION: Front, Independent, wishbones and coil springs. Rear, Coil springs, rigid axle.





Production Record in April

A VERAGE weekly car output of the A British industry last month reached an all-time record at 25,116. This com-pares with 20,538 in March, and with a figure of 20,314 in April last year. Exports were also encouragingly higher than in the corresponding month of 1958, and totalled 55,358 cars. For the first four months of the year production is about equal with the same period for 1958, while exports are now about 5,000 cars ahead.

Offer for Canadian Ford

IT is reported in America that the U.S. Ford company is to buy up to 775,628 shares of the class "A" non-voting stock of its Canadian subsidiary. If the offer is accepted, the report goes on, the cost to Ford will be about £53,000,000, and it will increase their interest in the Canadian company from 27½ to 75 per cent. Mr. E. Breech, chairman of Ford, commented: "We are limiting the number of shares we propose to acquire because we believe from our experience over the years that there are benefits to be derived by Ford of Canada from continued participation by the public, particularly Canadians, in the ownership of the Canadian company."

Police with Cameras

INTRODUCTION of the double white I line legislation has raised again the question of whether photographic evidence can be used in motoring prosecutions. The point was brought up by the chief constable of Surrey, Mr. H. Rutherford, who wrote in his monthly report that police with cameras would keep special observation at places in the county where double white lines had been drawn. The Automobile Association have announced

Next Week

- London-Birmingham Motorway illustrated progress report
- Road Test of the Triumph Herald four-seater
- Major sports reports: Dutch Grand Prix, Indianapolis
- Transistorized Ignition

Also: First of an entirely new touring guide series: Ports and Resorts

their intention to watch this development carefully, and to contest any individual cases involving members in which there was a possibility of a misleading impression being given.

Farina in Australia

A^S part of a cultural world tour, Pinin Farina has recently paid a brief visit to Australia, and spent some time at the B.M.C. plant in Sydney, where some of his designs are expected to be assembled.

London-Birmingham Motorway

No important changes are planned in the general regulations for motorways. The first Motorway Order expires on 1 August, 1959, and unless they are objections it will be repeated by Parliament without alteration. A minor change affecting special traffic, however, will allow vehicles carrying abnormal indivisible loads to use the motorways without need for special authority, provided the total width of the vehicle does not exceed 14ft. The only speed limit on the London-

Birmingham motorway vehicles towing trailers with less than four wheels, or with four close-coupled wheels, for which a speed limit of 40 m.p.h. will apply. Articulated trailers are not covered by this part of the Order, and these and all other vehicles will be derestricted.

The Minister of Transport is to make, on Monday, a tour of inspection on the London-Birmingham motorway-which is due to be opened at the end of October.

Russian Cars at Earls Court

OMMENTING on the trade pact with Russia, the S.M.M.T. said that they welcomed this opportunity—as they did any other—of reciprocal trading in moter vehicles. They added that for the first time ever Russian cars would be included in the Earls Court Motor Show.

Rootes and Russia

AT the opening ceremony of the new Rootes Spares depot, described on Page 804, Mr. Geoffrey Rootes, who was accompanied by Mr. Timothy Rootes, commented on trade relations with Russia. He said that Mr. Kamenski, head of the Russian Trade delegation, was to meet Mr. J. Caldicott, managing director of Rootes export division. Russians had shown interest in commercial vehicles and mobile shops, and Rootes felt that they were now in a good position to take advantage of the increasing sales of British goods in Russia.

At the ceremony, a B.E.A. helicopter flew in from Elmdon Airport, near Bir-mingham, to collect boxes of spare parts —a demonstration of a delivery method which they may use for very urgent ex-

port orders

Visas for Yugoslavia

FRONTIER officers in Yugoslavia are now empowered to issue passport visas to British travellers who arrive there without them. However, the Yugoslav tourist office in London state that this is strictly an emergency service for those who, through change of plans or for other reasons, are unable to obtain visas in advance. Our own opinion is that a demand for passport visas is unrealistic in these days of modern travel, and that it would be more in the interests of expanding foreign touring if Yugoslavia followed the example set by Spain, and abandoned this unnecessary formality.

Colour for Holidays

THOSE planning to use colour for their summer photography will be in-terested to learn that our associated journal Amateur Photographer is producing a special colour number next week. On sale on Wednesday, 3 June, at the usual price of 1s 3d, it will include articles on all aspects of the use of colour in holiday photography. There will also be pages of full-colour reproductions of some of the world's finest camera studies.

LONDON-PARIS RACE

MONDAY'S announcement of a Daily Mail sponsored race between the Marble Arch, London, and the Arc de Triomphe in Paris, is an important acknowledgement of the problems of combining fast air travel with speedy transport between landing grounds and the centres of congested cities: The vari-ous methods which will be tried by competitors promise to be extremely interesting, and some important lessons for public authorities and private travellers may result.

Prize money totalling £10,000 has been put up by the Daily Mail for the quickest journeys between the two points, and this includes a £1,000 award for the most original and ingenious method used. Any combination of any vehicles may be used. It runs from Monday, 13 July, to Thursday, 23 July. Significantly, attempts must be made between the hours of 8 a.m. and 9 p.m. This effectively puts an end to any thoughts of making a wild dash along Western Avenue with a D-type Jaguar in the small hours of the morn-In any case, competitors may not

break any local regulations, so speed limits must be observed.

The competition marks the 50th anniversary of Bleriot's historic first flight across the English Channel, and its theme is-how to match speed in the air against the problem of congestion on the ground.

The first entry came from Silver City, who have engaged Stirling Moss to drive from Marble Arch to Ferryfield, be flown to Cormeilles, and drive to Paris.

Commenting in the Daily Mail on the

Sir Roy Dobson, managing director of the Hawker Siddeley Group, said:
"So great has been the development in air transportation that it has far outstripped all other forms of transport.

"It is a pity that the same foresight, drive, and the necessary backing and the resources have not been applied sooner in other directions and so made possible an all-round speed-up in movement, to the benefit of industry and commerce. "The Daily Mail enterprise should

serve to focus attention on this over-all transportation problem and provide a very necessary stimulus."



THIS PROTOTYPE OF a new A.A. roadside service and information centre was in use for the first time over Whitsun. Sited at the junction of A48 and A40, at Higham, Gloucestershire, it is to be the first of a chain of similar new centres which will be established over a wide area of the country during this summer

Cars on Show

A DEMONSTRATION of 22 different makes of British car has been held before press and television representatives at Lime Rock, Connecticut, in the United States. This was the fourth annual British trials day to be held there, and it was attended by over 500 pressmen!

Stamford to be By-passed

A NEW improvement scheme on the Great North Road includes the construction of a by-pass for Stamford. It will by-pass the town on the west, and the section of road to the south of it will be made dual carriageway. The net result will be the provision of dual 24ft carriageways for a distance of eight miles. It is expected to be completed in two years.

New London Car Parks

TWO new car parks are being opened in London. The first is at the corner of Jewin Street, off Aldersgate Street, which will be open from 8.30 a.m. to 6 p.m., at 25 dd per day. The second is off Whitcombe Street, near Piccadilly Circus; it will be open from 8 a.m. to 11.30 p.m., and charges will be 7s per day, or 1s per hour.

Tourist Trophy

FIRST reports of the motor cycle event of the year—the great Tourist Trophy races—will be contained in next week's issue of our associated journal The Motor Cycle. Individual lap times of the Cycle, Individual lap times of the Formula I and Junior Races will be given, with prospects for the epic Senior Race. This special issue will be on sale from all newsagents next Thursday, 4 June.

Exchange Scheme for Students?

FRENCH correspondent writes to A FRENCH correspondent white tell us that British manufacturers are showing enthusiastic interest in the prospect of official training visits by students from technical colleges abroad. At present, arrangements are being made for 15 automobile engineering students from a col-lege in Argenteuil, France, to visit British firms so that they can make contacts here and see our factories. With the increas-ing popularity of foreign touring, the pro-gressive breakdown of frontier barriers abroad, and the prospect of the Common

Market, it is an excellent thing that British firms in the industry should recognise the importance of establishing professional contacts with young technicians just entering the trade in foreign countries. important for similar transfer visits to be arranged for students from this country,

Falcon from Ford

ONFIRMING that the American Ford company would produce their small car this autumn, Mr. Henry Ford, the president, said that it would be called the Falcon. He described it as "something more than a typical European small car, but something other than a conventional-sized American car."

By coincidence, Chrysler had also planned to call their small car the Falcon, but as Ford had registered it first, Chrysler have changed the name to the Valiant, General Motors will call their compact car the Corvair.

New Touring Booklets

'WO new booklets are available free on application to the Automobile Association, Fanum House, New Coventry Street, London, W.1. The first, called

Yachting in French Waters, is for those who wish to go by sea to France. It gives full and useful details of fuelling points, documents, inland waterways, speed limits and so on. The other is Historic Houses, Castles and Gardens, which lists some 500 places of interest open to visitors in England, Wales and Scotland. It provides details of opening dates and times of admission, but does not mention charges, and gives only vague indication—by mileage to the nearest town—of how to

Rover-Standard Deal Off

AS the directors of the Rover Co., Ltd., and the Standard Motor Co., Ltd. have been unable to reach agreement on plans for a merger, the negotiations have been discontinued.

Racing Cars on Show

N January next year a Racing Car Show In January next year a Racing Car Show
is to be staged in the Old Hall of the
Royal Horticultural Society at Westminster, London, S.W.I. It will be
organized by the B.R.S.C.C. Those interested in exhibiting at the Racing Car
Show may obtain further details from the
Exhibition Manager at 347, Goswell Road, London, E.C.1.

New Isle of Wight Ferry

RED Funnel Line's new ship, the Carisbrooke Castle, which was launched in the fog last November, has now started service on the Isle of Wight She has accommodation for 45 cars and their occupants. It is planned to make three voyages a day between the mainland and East or West Cowes.

Road Tests

A LIST of Road Tests carried out during the past six months is published in the last issue of every month. 5 December 1958, Lancia Flaminia; 12, Jaguar Mark IX; 19, F.M.R. Tg500.

Mark IX; 19, F.M.R. Tg500.

2 January 1959, Fiat 500; 9, Austin Gipsy;
16, Rambler American de luxe; 23, Austin A.105
Vanden Plas; 30, Renault Dauphine.
20 February, Standard Vignale Vanguard; 27,
Vauxhall Victor de luxe.
6 March, Austin A.55; 13, Wolseley 15/60; 26,
Dodge Custom Royal; 27, Goggomobil TS400.
3 April, N.5.U. Prince; 10, M.G. Magnette
III; 17. Plymouth Fury; 24, Daimler DK400B.
1 May, Triumph Herald Coupé; 8, Morris
Oxford V; 15, Vauxhall Friary; 22, Auto Union
1000; 29, Pontiac Bonneville.



AT A SPECIAL demonstration staged at Baginton Airport, Coventry, last week for military attachés, a selection of Alvis vehicles and aircraft powered by Alvis engines were demonstrated. Here an Alvis Park Ward convertible is seen with two light armoured vehicles, both with six-wheel drive and four-wheel steering



Accessories

British Sealed Beams

SEALED beam head lamps in which lens and reflector are one big "bulb" containing a built-in filament, are to be made in this country. The company is British Sealed Beams, Ltd., and behind it are Lucas, General Electric, and the A.E.I. Lamp and Lighting company.

A.E.I. Lamp and Lighting company.

A cast and patterned lens and a silvered or anodized aluminium-coated reflector, are hermetically sealed together and filled with inert gas. The greatest value of the method is that the inside is protected indefinitely against moisture, corrosion, tarnishing and dust. Such lamps are not expensive, once the great capital outlay for the special manufacturing equipment and for design and development have been accepted.

Tape Recorder

TAPE and wire recorders are rapidly finding more and more applications in business and home life, and they are quite often used in chauffeur-driven cars. Miniature wire recorders have in the past been shown as fittings in limousines at the Earls Court Show, but often the price

has been high and the reproduction from the very small machines has been indifferent for recording in motion.

Recently we tested a new portable transistorized tape recorder, the Clarion, which provides more of the answers for motorists than others we have examined. It will fit into a box 10in by 5.5in by 4in and weighs only 5lb including built-in speaker, microphone and the four leak-proof U.2 torch batteries which energize it for about 50 hours. The microphone and lead alone weigh only 2oz.

Recording and reproduction of speech is clear, and the volume control can be turned up to allow several people in a room to hear well without distortion. Music may also be recorded, and while the replay is hardly "hi fi," it is quite reasonable—an unusual feature with miniature recorders of this nature.

Provision is made for recording of telephone conversations (additional suctionattached induction microphone) and from radio and gramophone records, and also for replaying through a larger radio speaker. There is also a special plug-in socket for taking the power supply from a car battery (6-volt).

It was found that operation is very simple. Switch

simple. Switch and plugs are colour-coded blue and red to avoid confusion between recording and play back. A driver can pick up the microphone and press the recording button while the instrument lies between the front

The Lumin compass is

seats of a car. Traffic noises, even in an open sports car, were scarcely noticeable in the background, and speech was clear and easy to read back.

Notes, messages and so on could be recorded as they came to mind, without taking attention or eyes off driving and the road ahead. Within a few minutes of arrival at the office the tape messages were transcribed and ready for signature.

The price of the instrument complete is £26 5s, and spare tapes of best quality are 12s 6d, or lower priced, 9s. These tapes (3.75 in-sec governed speed) are of the twin track type and run approximately 23 minutes in each direction. They can be re-used indefinitely

re-used indefinitely.

Suppliers of the Clarion, made by Trix in Western Germany, are John Somers, Ltd., 142/8 Edgware Road, London, W.2.

Compass

THERE is a new version of the Lumin liquid-damped car compass, and this has a plated arm, universally jointed. The luminous letters and calibrations are easy to read, and the general construction is neat and strong. The price is £1 19s 6d, and the importers are the Pool Clock Co., 90, Aldersgate Street, London, E.C.I.



The hand gives scale to indicate the small proportions of the Clarion tape recorder. Above left: The controls, tape reels and recording head

New Cleaner-polish

SILICONE emulsion and a soft powder are blended in the New Bodysheen car cleaner and polisher introduced by Simoniz (England), Ltd., 125, High Holborn, London, W.C.1. A 10oz container costs 5s.

Reclining Seats

THERE have been extensions to the range of reclining seat conversions of Restall Bros., Ltd. 31-33, Floodgate Street, Birmingham, 5.

There are two main types. Two-position conversions, with the squab normal or dropped flat to meet the rear seat cushion, cost usually about £18 15s for single seats, and £25-£30 for benches. Chapman-Reutter fittings, which also permit variation of squab angle by the seat occupant are normally for larger seats. Examples of cost are Rover single seat, £32; Jaguar 2.4 and 3.4 saloons, £28 15s each seat; Austin A.55, A.90 and A.105, £28 15s a seat.

Sometimes it is possible for seats only to be sent to Restall, but in other cases the car is sent into the works by appointment.



"What's the use of motor racing, Mr. Brooks?"

Famous Grand Prix driver

TONY BROOKS

puts you in the picture

"I don't claim that I started motor racing from any philanthropic motives—I started because motor racing fascinated me. But I have discovered how much it does contribute to the development of the production car. Take disc brakes for instance—from Girling's experience brakes have been developed which not only provide all that we racing drivers demand of them but now bring a new level of brake efficiency to an ever increasing number of production cars."



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enjoy MORE POWER and EFFORTLESS CONTROL with

MOLYSLIP

THE molydisulphide OIL-SUPPLEMENT

steering featherlight . . . silky gears a tireless, purring engine

Friction-metal against metal-is the hidden enemy in every car. Now, friction is banished easily, quickly, by amazing MOLYSLIP. Use it and you will feel the difference ... fingertip steering control, gears sliding home at a touch and greater, livelier power under your foot. One treatment gives you months of this new velvet smooth motoring.

Even the best of oils gain extraordinary lubrication characteristics when MOLYSLIP is added. It's the molydisulphide that makes the difference; all moving parts become 'plated' with minute gliding layers of this indestructible substance forming a friction-free cushion between bearing surfaces. It prevents wear and enables parts to mesh together effortlessly, noiselessly.

Look what MOLYSLIP does ...

IN GEAR BOX:

eliminates stiffness-gives whisper-light gear change.

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makes steering effortless-ensures quicker, safer control.

IN BACK AXLE:

cuts down mechanical noise-increases life.

assists 'running in'-gives 'supertuned' performance-cuts repair and overhaul costs.



and back axle. 10 oz. easy injection polythene flask (sufficient for all three) 15/-.

Also 4oz. flasks 7/6





for engine. 10 oz. tin 15/-. Provides many months of velvet smooth performance.

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smooth . . . effortless . . . friction free - that's MOLYSLIP motoring!

Get MOLYSLIP from your service station, filling station or accessory dealer. by all Lex and Blue Star branches, Gamages, Harrods and all London Stores

FOROUP OF COMPANIES, 34 GREAT ST. HELENS, LONDON E.C.3 A PRODUCT OF THE SLIP

Moly Slip gives great performance



W. B. Caldwell's Triumph leads Cooper's Riley and Adams' similar car up Monument Hill, on the way to Inverary from Oban, on the fifth day's motoring

Scottish Diamond Jubilee

R. W. Dalglish, Triumph TR3, Wins Five-day International Rally

OR the first time since 1955 the Royal Scottish Automobile Club centred its annual event on Oban, the West Coast port and touring centre. Although it was considerably more plea-ant than Gleneagles, often headquarters in previous years, the use of Oban meant that there was a certain amount of route overlapping.

The "Scottish," however, has never laid claim to be a tough event with involved navigation and time-keeping problems. At this time of the year the roads are not crowded, and if the weather is good there are few better places to do some mild com-

petitive motoring. Out of 81 entries, 75 started from Blythswood Square, Glasgow, headed by B. W. Fursdon in a Renault Dauphine. The only foreign competitor—and no stranger to the "Scottish"—was Robert Glad, from Copenhagen, in a Ford Zephyr. Out of the city the route went north-west along the bottom of the Kil-patrick Hills to Drymen and Aberfoyle.

patrick Hills to Drymen and Abertoyle.

Then there was a lively piece of road through the Trossachs, with hairpin bends and quick, deceptive little hills to wake everybody up. Along the south side of Loch Earn John Hally's Jaguar 3.4 came to a halt with a flat rear tyre; no sooner had this been changed than the one on the abeliance of the second state of the secon on the other side was heard to be losing air, and the car and disappointed crew had the doubtful distinction of being the first to retire.

From Loch Earn the rally passed

through Comrie and Muthill to Gleneagles and the first test. This involved driving forward into one garage, a reverse with all wheels over the line, and then forward into another garage. G. Flewitt, 2.4 Jaguar, finished muttering dire words about his reverse gear, and W. L. Sleigh Jnr.'s 3.4 smote a pylon and the kerb when reversing. R. H. Pinder, also in a 3.4 Jaguar, also was in trouble when he

took the wrong route round the pylons. W. J. Turnbull, Austin-Healey Sprite, was very good, and got down to 24.0 sec. Miss A. K. McCracken, in an Austin A.40, made a good run with no fuss, in 28.2 sec. Dr. L. Jamieson and his Triumph TR2 were not so fortunate, as they crashed through the barriers when reversing and ended up on the grass.

It was not far to Middle Third, the

scene of the second test. This year cars were taken up the rough-surfaced, winding hill, with two stop-and-reverse lines to contend with before the finish. H. A. G. Meikle, Morris Minor 1000, retired when his passenger suffered facial injuries, fortunately not serious, as the car stopped quickly on one of the lines. There was the usual wheel spin and blue smoke of burning rubber, and loose stones flew up as driver after driver endeavoured to beat the clock. G. H. F. Parkes' grey 3.4 Jaguar was fast with 42 sec, but incurred a penalty of ten points, and it was left to W. Robson's Triumph TR3A to record the best time of 40.6sec.

the best time of 40.0sec.

By the time the dust and the noise of crashing gears had died away, the leaders were on their way through Perth to Aberfeldy, following the river Tay. Then the



The winner, R. W. Dalglish (Triumph TR3) prepares to set out from Oban on the Friday

kej

3



One of the winning team of Austin-Healey Sprites, S. Moore's car, awaits the start of the Conne test on Wednesday morning

Scottish Rally . . .

route led off between the mountains of Rannoch Forest and down through Killin. After Dalmally, a left turn at Taynuilt led towards Lochs Awe and Avich.

There was a sting in the tail of the day's run as a short, snappy, secret test loomed up round a corner a few miles from Oban. This consisted of a short reverse up a hairpin bend with a 5sec time limit; a bell rang if the car rolled forward a quarter of an inch.

The end of the first day saw I. Mantle, Berkeley, in the lead with 116.4 points, S. Moore, Austin-Healey Sprite, second with 119.4, and a Triumph Herald coupé driven by J. A. Morrison, third with 132.2 points-a good start for the new model in its first competition.

Oban, Tuesday, 19 May. Immediately after leaving the parc fermé there were two tests at Ganavan Sands, close to Oban. The first of these was close to Oban. The first of these was tricky, as both boxes or garages faced downhill towards the beach and the second, which had to be taken in reverse, was quite steep. J. W. McInnes, Morris Minor 1000, was one of the unlucky ones here, and A. B. Carlaw's Sprite overshot the braking area.

Following these gyrations on the pylon-dotted concrete, the trial led to Loch Lomond and Rest and Be Thank'ul—without which no "Scottish" would be complete.

It was rather a long pull for the little

ones in the lead, and the best Mantle could do with the Berkeley was 80sec. His team mate, I. G. Loudon Cox, with a hardtop version, improved on this with a time of 74.8sec, and the Herald took 90sec. Parkes' Jaguar 3.4 rang the bell with 69.2sec in a fine climb. Hard on his heels was Peter Harding in a Triumph TR3 which clocked 72sec. R. Neate's Volyo 122S was magnificent and shared the fourth fastest time of 73.8sec with D. I. Fraser's MGA Twin Cam coupé,

There were also other ways of getting up the hill—and round the sharp bend near the top. D. C. Robertson's Bristol 401, a long car for this climb, just avoided contact with the bank after the bend much too fast, and John Wilson's Riley 1.5 dropped its near side wheels in the

e muddy gutter near the finish line. After this, a south-easterly road wound its way in the direction of the Holy Loch, soon to dive westwards across country to Otter Ferry and Loch Fyne again. On the way, there was a spine-shaking piece of road which twisted across the hills like the proverbial snake. Back at Oban there were two more driving tests on the concrete carpets at Ganavan. The first rejoiced in the name of the "Tattie Bogle," although this was not what some of the Sassenach competitors called it. There were two garages, a central pylon, and a finish line which had to be crossed by the front wheels only.

Once again the small lively cars showed up well. Turnbull's Sprite was fastest with 32.4sec, weaving its way in and out of the pylons as if this was an everyday

occurrence. Strangely enough, K. Piper's Messerschmitt put a foot wrong and had marks. The little red car was not his usual mount as this had been damaged in an earlier rally, and the substitute did not appear to have the steam of its predecessor. Mantle's Berkeley and Moore's Sprite tied for second place with 33.2sec and 33.6sec gave W. Robson's Triumph TR3 third fastest time.

For not completing correctly the "Hour Glass" test—the last on Tuesday—seven cars were debited with 71 penalty points each, which were a great handicap compared with the fastest time of 12.4sec put up by Ian Mantle in the twin-cylinder Berkeley. Now, at the end of the second day and 482 miles of rally route, he was in the lead with 242.0 points. Close behind at 244.4 came R. W. Dalglish, Triumph TR3, followed by S. Moore and his red Austin-Healey Sprite with 245.2. Turnbull's Sprite was lying fourth, having accumulated 248.9. The nearest of the big cars was G. H. F. Parkes' 3.4 Jaguar, leading its class and lying eighth overall with 262.0.

Oban, Wednesday, 20 May.

The third day brought some surprises and changes in the leader board. Mantle and the Berkeley, after doing so well in spite of tyre troubles, failed in the third test at Connel Ferry Aerodrome and fell rather out of the picture. Dalglish and his TR3 went into the lead, with J. N. H. Bertram in a similar car, second, both being in class 9. Moore's Sprite in third place was going strong.

was another brilliant morning, and the first stage was set on the seven furlong runway at Connel Ferry. For the first test a flat-out sprint down the tarmac led to a wiggle-woggle between five pylons, and back to a finish line on the far side of the runway. As always with airfields, braking distances are difficult to judge on first acquaintance, and Connel was no exception. Some competitors were overparatively slowly; others had the surprise of their lives when the turn suddenly loomed up under their bonnets.

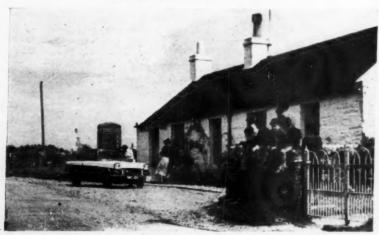
Fourteen cars had ten penalty points added to their time, mostly for overstepping the finishing line. Both R. Glad, in his left-hand drive Ford Zephyr with Danish registration plates, and Masheder in the Singer Gazelle got lost, and seconds Bertram's TR3 was very fast and clocked 67.8sec, Parkes' Jaguar managed 70.8sec and Dalglish in his Triumph TR3 was third with 71.0sec.

Immediately after this sprint there were two other tests in quick succession, and the last of these caught many people who should have known better—29 out of the 72 cars which started the test went wrong on the way to the finish line, and collected 95.6 penalty marks. It was now Ken Piper's turn with the Messerschmitt; after Piper's turn with the Messerschmitt; after having suffered from obscure ignition trouble, the little car was now well on form, and he was best of the lot with a time of 30.4sec. Dalglish's Triumph was 0.4sec slower and Moore's rapid Sprite came third with 31.6sec.

Once away from the airfield with its backcloth of green hills, the route card guided the cars northwards alongside Loch Linnhe, the brilliant sun and blue sky reflected on the water, to Kinlochleven and the control at Onich.

Northwards the cars went through Fort William and Spean Bridge, passing the Great Glen cattle ranch where one always expects to see cowboys in tengallon hats, but never does. Behind, the

Sparkling newcomer to rallying, and winner of its class, too; J. A. Morrison's Triumph Herald coupé at the Kilberry check on the Thursday



upper reaches of Ben Nevis still carried white streaks of stubborn snow contrasting with the shirt sleeves, summer frocks and dust.

At Invergarry there was a turn westwards and one of the twisting, suspension-racking roads led past Loch Garry into the mountains and on to Clunie Bridge. Parkes, who had spent an hour in a garage curing stabilizer trouble, stopped the Jaguar for an instant to top up with oil and the Messerschmitt

screamed by.

The day's circuit was completed by passing through Invermoriston and back to Fort William and Onich. D. F. S. Thompson's Austin-Healey Sprite came to a halt near Fort William with ignition trouble, and re-started after another coil had been fitted. Miss M. W. Mackenzie's Austin A.35 kept going well all the time, clearing sheep and journalists out of the way with an ear-splitting, exhaust wolf whistle. Back at Oban the cars and crews checked in after the biggest day's mileage of the Rally—269½ miles according to the route book.

Oban, Thursday, 21 May After today's happenings the head-quarters hotel was heaving with excitement; some drivers were not speaking to their navigators, and committee members went about their business with quiet smiles. The cause of it all was a secret check on the run home between Southend and Tarbet, where 21 cars were penalized 300 marks each for exceeding the 40 m.p.h. average. Among them were all three members of the "Trapites" team which included J. N. H. Bertram, Triumph TR3, who had been running second in the general classification. The leading team, up to then, of J. G. Loudon Cox and Ian Mantle, with the two Berkeleys, and the leader, Dalglish, had their guns spiked properly. Mantle damaged his car in the test at Ganavan Sands, fracturing the off-side front brake drum and bending the suspension, while Loudon Cox was caught in the check.

Another leading team, the S.S.C.C. "A," then second, was disrupted as two members, A. B. Carlaw, Austin-Healey Sprite, and G. M. Smellie, Triumph TR3, went over the limit average. All this put Dalglish and his navigator, Brass, in an almost unassailable position, and the Sprites' team jumped up from third to first on the leader-board.

The day had started with test eleven at Ganavan under the usual cloudless, blue sky and the gaze of interested holiday-makers. There were two lines which all four wheels had to cross, a sweeping left-hand bend with a reverse camber and a slight hump where some of the faster cars left the ground. Then came a sweep round a pylon close to the bank where Mantle came to grief, and a finish astride the final line.

Piper's Messerschmitt was exceedingly fast, and his time of 45.4sec was not approached. The Austin-Healey Sprites in Class 8 tried hard, and D. S. F. Thompson had cured the misfiring and carburation troubles of his car, as he proved when he clocked 46.8sec. Moore, Turnbull and Appleby weaved in and out to the tune of 47.2sec. J. A. Morrison in the Triumph Herald had a definite advantage in the tight turns with the very small lock of this attractive car, but as it had only just been run in before the rally, it was not so fast, at 50.4 sec, as it might be in later events.

The larger cars were having a more difficult time with the turns, but there were few hectic moments, and gradually the numbers dwindled as the leading



The sort of scenery that gives the Scottish its appeal; N. A. Kennedy's Renault Dauphine climbs up from Loch Awe early in the event

competitors set off on the day's run south to Campbelltown and Southend. There was a diversion off the main road after Ardrishaig over a road best remembered for the vicious little bumps and bends. On the return came the hidden check which was the downfall of so many hopes, and a return to Ganavan for what was to be the final test of the rally.

This time it was Moore, with the dark red Sprite, who shared fastest time of 20.8sec with Turnbull's amazingly fast car. Loudon-Cox made a well-judged run with the remaining Berkeley in 21.6sec and W. Robson came a close third with 21.8sec.

Glasgow, Friday, 22 May.
At ten o'clock Fursdon and his blue
Renault Dauphine Gordini led the cavalcade off the line for the last day. It was
an easy 125 miles to Glasgow, with a
climb over the loose dusty surface of
Monument Hill, near Dalmally. At
Inveraray, Turnbull's Sprite was reported
to be having engine trouble—tough luck
with the end so near.

The dull finish at the final control in Glasgow was in strong contrast to the showmanship of the Monte Carlo, Tulip, Liège-Rome-Liège and other international rallies; it left one feeling very flat after what had been an enjoyable week with the west coast at its best. H. C. F. H.

PROVISIONAL RESULTS

Overail Classification: 1. Triumph 1,91 (R. W. 1914) (R.

Weir Trophy: R. W. Daiglish. Triumph. Ladies prize: Miss. M. W. Mackenzie. Austin ASS. Fre-War prize: Miss. M. W. Mackenzie. Austin ASS. Fre-War prize: B. W. Pursdon. Renault Dauphine. Novice prize: T. E. Sleigh. Standard Pennant. Husband and wife prize: Mr. and Mrs. G. H. F. Parkes, Jasuar 3.4. Team prize: The Sprites (S. Moore. Dr. A. D. Robertson, L. Wood).

Another newcomer to rallying, the 3-litre Rover driven by J. F. Gibbon, in the throes of test No. 3 at Ganaven Sands, close to Oban, on the Tuesday morning



Disconnected Jottings

BY THE SCRIBE
Barry Appleby Drawings

Price of Progress

T will certainly be hard on the many cafés and filling stations on some trunk roads when Britain's first big motorway is opened, and subtracts much of their traffic. There has been, however, a foolish multiplication of filling stations in recent years, largely owing to the "solus site" policy of the oil companies.

A solus site does not force me to buy any particular brand; I just roll along until there is a station with my kind. Although I could not tell you which is the "best" petrol, I do think there must be variations between them; and if one or other seems perfectly to suit my engine and its tune (engines of the same type do vary in tune), then I like to stick to that brand.

Whatever he does later, perhaps in experiment, any sensible motorist, I think, starts off in a new car by using the exact brand, grade and type of oil which the car maker recommends.

All Mod. Con.

THERE are to be composite halts on the motorway at 12-mile intervals, and they are supposed to have everything—more than one kind of petrol, a café, restaurant, car park, short promenade for dogs, and so on. I have heard that £50,000 is being asked for each site for a 50-year lease.

Although the new road will not be long, it is all on a most magnificent scale.

Specialized Breakdown

WHEN a member of the staff of our sister journal Farmer & Stock-Breeder returned from a flight and went to recover a car from the park at London Airport, where it had been for two or three days, it would not start. The A.A. tender patrol, without



Would not start

any investigation, at once coupled up leads to the car's battery, from his own service battery—and the car started.

Now, when cars are taken to the park they have to pass through a tunnel. The drivers use their side lamps, and, emerging into the sunshine, often omit to switch them off. So the patrol takes it for granted that a breakdown is almost certainly a flat battery.

Loss of Grip

M UCH of England has just experienced one of those rare spells of completely dry weather, almost amounting to a drought. And then there was the day when the rain came—a good shower of it for a start. I wonder how many motorists realized that the back ends of their cars, and in some cases the fronts, too, would suddenly become skittish, for roads are at their most slippery on such occasions.

For the experienced driver, who knows his own ability and limitations as well as those of his car, it is hard to resist having a bit of fun; perhaps a harmless four-wheel-drift at slow speed on a roundabout or a flick of the tail coming out of a bend. But for those who are not prepared, a sudden loss of grip can be more than disconcerting.

People say that the extreme slipperiness of wet roads following a dry spell is due to rubber, others blame oil. I feel it must be a combination of deposits with, perhaps, a little psychology thrown in, for a driver quickly becomes used to good dry-road grip, forgetting in only a week or two the relative lack of it during previous wet or icy spells.

Wave v. Wink

DURING the brilliant weather, it has been notable that many motorists around London reverted to hand signals. Normally they use only their winkers. Of course, the windows have been open, and there have been a lot of elbows sticking out, which is improper, but cool; so that hand signals may be less trouble than replacing the right arm properly on the wheel or using it to operate a signal.

But when one sees lines of cars shimmering and winking as the sunshine catches their brightwork and their glass, it may be wondered if the reversion to hand signals is deliberate. Flashing indicators are in competition with so much incidental brightness that they may not be seen.

Be Prepared . . .

N O luxury fitting in a large car has ever appealed more to me than a dinghy, in the form of a collapsible motor bike or bubble car, which could take over in the event of breakdown or stranding.

This morning I saw something like

it. A young man was starting a Bond Minicar by the motorcyclist's expedient of pushing it along at a run, then leaping in and starting by "ertia." Standing up like scaffolding in and on the back, there was a bicycle. This chap would have made a good rider for the Pony Express; he seemed like one who would always get there, somehow or other.



Luxury—a dinghy

They Like Jams?

N the Monday of the Whitsun holidays, for once I found myself practising what I preach. For within 20 miles of London, I was having a picnic tea in delightful rural surroundings, with such amenities as a brook, and inquisitively friendly young bullocks on the other side of the fence. We had it all to ourselves. On Tuesday morning this made a pleasant memory, heightened by the contrast with the dreadful newspaper stories about the sufferings of the millions who all wanted to be in the same place at the same time.

One journal carried a brilliant story in which the reporter said that people liked the crowds and traffic queues, as they gave a fiesta feeling. That probably applies to cup final football matches, too. Parts of the vast throng are so remote from the pitch that the players seem like ants viewed from an aircraft. But it is jolly being a part of a roaring crowd.

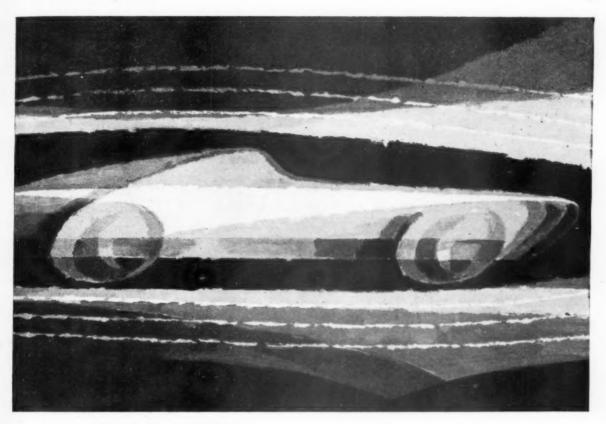
I must have this feeling, for I was once reprimanded for joining an anti-British procession in a distant city. I hadn't known what it was in aid of.

Possible Impossibles

T may be a good idea to put up safety-reminder notices at intervals, but some regard should be paid to grammar and sense. On the Thames Embankment there is "Good drivers expect the unexpected."

Let us try some more in this vein:—
"Good drivers expect straights to be curved."

"Good drivers expect bends to be straight."



BP Wins Again

TARGA FLORIO General Classification

PORSCHE Seidel Barth

Grand Touring

1st PORSCHE Pucci

H. von Hanstein

(subject to official confirmation)



For the BP Products that give your car <u>response</u> drive in where you see the BP sign



The meaning of SMITHS ...

... to Rootes Service



SMITHS have been supplying instruments to Rootes ever since Rootes have been making cars. To Rootes, and to the customers of Rootes, sMITHS means well-designed, accurate, dependable instruments. SMITHS also supply fresh air heating and ventilating equipment to Rootes, and Radiomobile car radio. So SMITHS can mean more comfort-

able, pleasanter motoring, too.
And now that the new Rootes Parts Centre is open, SMITHS welcome the chance of sharing in still better service to the owners and drivers of Rootes vehicles, and to the trade.

MITHS a name with a world of meaning to motorists

SMITHS INSTRUMENTS • BLUECOL ANTI-FREEZE • SMITHS CAR HEATERS

K.L.G. SPARKING PLUGS • SMITHS RADIOMOBILE

SMITHS CAR BATTERIES • PETROFLEX TUBING • SMITHS THERMOSTATS

SMITHS MOTOR ACCESSORY DIVISION CRICKLEWOOD WORKS, LONDON N.W.2

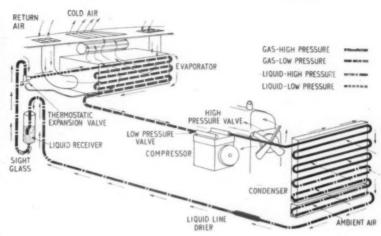
Minx with Air-conditioning

AIR-CONDITIONING hitherto has been associated with the larger, more costly type of car—and almost invariably with specialist coachwork. It was particularly interesting, therefore, to try out a Hillman Minx fitted with this equipment—surely the smallest production car for which air-conditioning has been made available. It must be emphasized that the unit is not yet available—nor is it strictly necessary—in this country. It is produced by the Rootes Group, and is available in America; alternatively, American buyers of Rootes cars in this country may have it fitted before their cars are shipped to the States.

Basically, the unit filters and cools the

Basically, the unit filters and cools the air that is already in the car—so that it is unnecessary to have the windows open in hot climates, with the accompanying gale inside the car; there is also the very considerable advantage that the windows can be kept shut against dust and flies. The air-conditioner consists of a straightforward refrigeration system, using Freon 12 as the refrigerant.

Freon is compressed in the compressor when the switch controlling the magnetic coupling is depressed, and is passed to the condenser in the form of hot gas at high pressure. The condenser converts this to a somewhat cooler liquid, but still at high pressure. It then passes through a drier to remove water vapour, and into the receiver located in the boot; this is simply a pressure tank to hold a reserve



Diagrammatic layout of the air-conditioning plant, indicating the various components and the flow of gas, and liquid, through the system. The actual positions of the components on the car can be seen in the photographs below

of Freon, and a sight glass is provided to check the level visually. The high-pressure, cool liquid then reaches a thermostatically controlled expansion valve, which allows it to become a low-pressure liquid—which rapidly changes in the evaporator to a low-pressure cold gas. The latent heat of evaporation of the low-pressure liquid provides the cooling medium to reduce the temperature of the evaporator.

Twin fans draw hot air from the car, pass it through the cold coils of the

evaporator, and then back into the car at a very much reduced temperature. The low-pressure gas then passes back to the inlet valve of the compressor, where the cycle is again repeated.

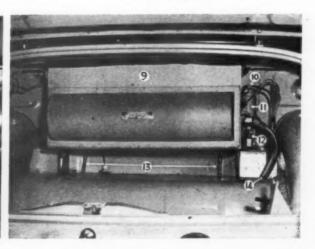
The control panel has a switch giving continuous or automatic operation of the compressor. In the automatic position the compressor magnetic coupling is energized only when the inlet air reaches a pre-determined temperature. This avoids over-cooling and continuous use of the compressor. The air circulation fans have three speeds, controlled by push-buttons; their noise is not obtrusive. Total weight of the installation is 88 lb, and the cost in America is \$279—about £100.

Experience of the equipment in the heat of the South of France confirmed that it effectively maintains an overnight coolness in the interior of the Minx. If the car becomes very hot, as when parked in the sun, up to an hour may elapse before real coolness is restored, the car being driven with windows closed. Sticky chocolate, placed over the cold air outlet, hardens almost immediately!



In these three photographs are shown the components: 1, Upper condenser. 2, Lower condenser (both are revealed by removing the radiator grille). 3, Pipe from compressor H.P. valve. 4, High-pressure valve. 5, Compressor (vertical twin-cylinder). 6, Low-pressure valve. 7, Magnetic coupling. 8, Gas line from evaporator. 9, Evaporator box (containing evaporator, twin squirrel-cage fans, expansion valve and thermostatic control). 11, Receiver. 12, Sight glass. 13, Drain pipes. 14, Gas line to compressor







Correspondence

E. SALIBA.

TWIN VILLAGES in the Cotswolds, Eastleach Martin and Eastleach Turville, are divided only by the River Leach. They are noted for their unspoilt beauty

Petrol Prices

Gzira, Malta.

Reminder from Malta. In News and Views (8 May) you mention that at 4s for premium and 3s 6d for the commercial, petrol in Switzerland is the cheapest obtainable anywhere in Europe.

Here in Malta, petrol prices since the Suez crisis and before, have steadily been fixed at 3s 2½d for the commercial type of

fuel and 3s 6½d for the premium grade.

Something Wonderful?

100,000 Miles = 4,000 Hours. One reads from time to time reports of care with 100,000 miles to their credit, as though this is something wonderful. Unfortunately it is rather abnormal, but should it be treated as marvellous? Taking an average speed of 25 miles an hour, this gives a running life of 4,000 hours. Expressed in another way, under 24 weeks for a watch or a clock, and for a factory running 40 hours a week, under two years. I very much doubt if the working loads in a car are any heavier than those in a wrist watch, or on the average machine, and I am quite certain that no one would be content with six months' life for a watch, and no factory executive would be happy with a machine which has worn out in two years.

It seems to me that with their brilliancy in advertising, the car manufacturers have trained the motoring public to be satisfied with a very reliable machine but with a very limited life, for there is no doubt the modern car during its limited life is reliable. Generally the new models show mechanical improve-ments on those they succeed, but I seem to sense a tendency recently to change the shape of the car to keep the sales up, without showing marked mechanical improvements, and I feel this might be a short-sighted policy.

Notwithstanding the general improvements, there are one or two items which appear to be completely forgotten. Doors still need slamming to close, and this is not all the fault of dustproofing, for some cars which are particularly well dust-proofed still have doors that can be closed by gentle pressure, and there

is no doubt the lubrication of the chassis is really a disgrace. This should be as automatic as the engine could be. To my mind it would be far better to invest money in this than in walnut trimmings, and I think the clock should last several years without attention. I have yet to meet a car clock that does.

Durban. Natal.

H. N. D'AETH, A.M.I.M.E.

[Gently operating door latches and minimizing or elimination of chassis lubrication are features of several of the newest British models.-Ep.1

Praise for an M.G. TF

53,700 Miles Without Major Overhaul. An M.G. TF 1500. purchased new four years ago, to date has covered 53,700 miles without major overhaul. In addition, the car has given its owner an equal amount of pleasure and essential transportation. A brief history of repairs and replacements is as follows:

10,000 miles, grind and hand-lap valves (at which time I also raised C.R. to 8.6 to 1, enlarged, matched, and polished valve and manifold ports). 16,000 miles, replaced carrier bearings in rear axle assembly. 18,000 miles, relined brake shoes.

Two fuel pump overhauls at unknown mileages. Numerous top radiator hose replacements (these invariably go without previous warning, far from home or any service station, and thus long ago I began to carry a spare). "Recap" four tyres at 20,000 miles; fitted four new tyres and "recap" fifth, at 46,000 miles. Replaced original Lucas battery after 39 months' service. Replaced "flasher" with one of U.S. manufacture when original failed after a few months' use. Replaced faulty radiator cap at unknown Aside from the usual replacement of spark plugs and contact breaker points, I can recall or have record of no other repairs

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London S.E.1 Dorset

or replacements during the four years I have owned and operated

Oil consumption is now 1 U.S. qt. per 600 miles—hardly suffi-cient to call for an overhaul. Barring an unforeseen "blowing of its cork," I expect another 10,000 miles' running before I shall

proceed to overhaul the car.

The secret? Regular maintenance and, most important, I feel, is bearing in mind at all times the car's capabilities and limitations. The paint is still good, chrome spotless, leather and interior original and clean. The above, I realize, is no record but, none-the-less, excellent service from a low-priced, massnone-tne-iess, excellent service from a low-priced, mass-produced sports car, with a rather typical high-revving British four-cylinder engine. For the writer, it is evidence that high revs and low gearing do not necessarily dictate short life, provided, of course, the metal is good and the driver uses his head.

I would be interested in corresponding with a British enthusiast, in English or Esperanto. Writer's age is 33.
Encinitas, Calif., U.S.A. ARTHUR M. GUNNETT.

[Letters will be forwarded.—ED.]

Accident-free, but . . .

Earning a Badge of Proficiency. I was surprised that your correspondent "C.V.M.-Zephyr" (3 April) deplored the efforts of the Institute of Advanced Motorists to raise the standard of driving. Clearly his pseudonym conceals a driver of the greatest experience and skill, and I, conscious of my own motoring faults, must respect his opinion. However, there are some

points he makes which cannot go unchallenged.

In the first place he states that he observed two cases of gross negligence and careless driving by holders of I.A.M. badges. He implies from these two instances that the Institute's test is valueless, and adds that an average motorist may "flannel" his way through the examination. Are not these generalisations rather than statements of fact? I might accept C.V.M.'s opinion of the test if he himself had taken it; for then he would be able to criticize if in the light of his experience. In the second place, he indicates two criteria necessary in the

good driver: experience and years of accident-free driving. May I ask how C.V.M. proposes to measure experience, apart of course from his own? Would he not agree that a newly-licensed driver may not infrequently display a confidence and ability in the handling of his vehicle which would shame many a driver of maturer experience? Does this fact not reduce time as a method of assessment to a nonsense? Does C.V.M. seriously believe that the man who drives for years without an accident is necessarily a good driver, or vice versa? If I run into the back of C.V.M.'s stationary car tomorrow, then according to him, he is no longer a good driver because he has been involved in an accident.

However, your correspondent has not shaken my belief in



HORNS OF A DILEMMA in a head-on collision, photographed by a reader in northern Sweden. These two-pronged fixtures are used on the fronts of buses to carry bicycles and light motor cycles

the I.A.M., or for that matter any other body which promotes better roadcraft and ultimately greater safety. Let us not ridi-cule the serious endeavour of those wishing to earn a badge of proficiency; let us be generous enough to applaud and encourage their efforts in a most worthy cause

London, W.1. JOHN D. BUXTON.

Chromium Plating

A Good Specification.

mendations (May 1), the fact remains that for cars, the decorative effect of "chromium" plating is superior to other metallic

The corrosion resistance of chrome iron (so-called stainless steel) is so poor that I have had four hub caps replaced after six months. Anodised aluminium is little better, and the American trend for 1960 is towards a reduction in its use.

To obtain the maximum corrosion resistance I would recommend the following plating:

(a) minimum .001 in. organosulphur-free semi-bright nickel, unbuffed.

(b) minimum .0005 in, compatible bright nickel. (c) "crack-free" chrome in reasonable thickness (.0005 in, is not feasible in quantity production). Beaconsfield. T. I. WILLIAMS.

Lots in Hand

Speed and Averages. I have noticed a tendency among Speed and Averages. I have noticed a tendency among acquaintances, when considering the specification of new models, to read something like "maximum speed 100 m.p.h." and to comment something like, "Good heavens, I don't want to go at that speed," or "that's too iast for me." I have tried to convince them of a couple of facts that I have found out during many years' motoring, namely that a car with a potential speed of, say, 100 m.p.h., is beautiful to drive at 50, and that on a fairly long run in Fouland one cannot were the more than helf care." These run in England one cannot average more than half one's maximum speed. One gets the feeling, however, that they are not convinced, and I am afraid there is growing up a race of motorists with no "feeling" for an engine. I think it might help if your with no "feeling" for an engine. I think it might help if your writers would emphasise how nice a car was at 50 or 60, one that could do 100 even if one never approached that speed, as opposed to another with 60 as the maximum, and which at 50 was nearly flat out all the time. How one engine was running easily and at its most economical rate, and the other working its hardest and at its most wasteful rate, how one engine could be a new form 70.000 wiles with the test waster would be as new after 20,000 miles, while the other would want renewing after 10,000 could be made plain.

Scarborough. W. R. BROOKS.

Kilos To Miles

A Mental Gymnastic. Thousands of people will be crossing the Continent and looking at signposts showing kilometres to various parts. Very few need to know exactly the distance in miles, but in many thousands of continental miles a year I give myself a little mental arithmetic by converting them.

I know that it is usual to multiply by 5 and divide by 8, but it is very much easier to divide by 10 and multiply by 6 and this is never more than 1 per cent out; as an example 15km=9m and 2.5km=1½m. If the signpost should read, for example again, 67km, I multiply the nearest exact number, i.e., 70 by 6. And then division by 10 is merely moving the decimal point, which leaves 42m.

Beckenham. A. ROBERT GOODE.

Land's End-John o' Groat's

Performance of a Lotus. I was very interested to read the letter from Mr. B. Lord (17 April) regarding his proposed Land's End-John o' Groat's run. As this journey takes place on the public highway there cannot, of course, be official records, but in November 1957, with Tim Martin as my co-driver, I drove one of the Team Lotus Elevens over the 892 miles at an average speed of 51.06 m.p.h., with a fuel consumption of 38.525 m.p.g. This was achieved with an engine that had been de-tuned far too much for the weight of occupants and fuel carried and also we much for the weight of occupants and fuel carried, and also, we

found later, we had a leaking petrol union.

Mr. Lord may be interested to read an account of our run which was published in the December issue of "Sports Car and Lotus Owner." A more detailed account is also given in my book "LOTUS—The First Ten Years."

London, E.C.1. IAN H. SMITH

Figures of 30 Years' Ago. As far as I can remember there has never been a Land's End-John o' Groats rally, nor any "official" record for this journey, which, incidentally is 880½ miles and not 874 miles. This mileage of 880½ was the direct route given to me by the Royal Automobile Club for my attempts to make this journey under 24 hours in the years 1929 and 1930.

Correspondence

My first attempt was made in 1929 starting from Land's End in a 1929 Riley 9 Monaco (Special Series Engine); I succeeded in completing the journey in 22hr 55min. The following year (1930) I made a further attempt in the reverse direction, starting from John o' Groat's, this time using a Riley Alpine Six (14 h.p.) and on this occasion covered the distance in 22hr 25min. Both these runs were classed as "unofficial" records for standard production cars and up to last October were still unbeaten.

ARTHUR J. FIRTH. London, N.W.4.

A Run from Surrey. Last month I was fortunate enough to be among a "crew" of four who took a hired Ford Consul Mark II from Chessington, Surrey, to John o' Groat's. There were three drivers, changing at intervals of about 1½ hours, the 741 miles being covered in 19½ hours. We managed only 30½ m.p.g. Torrington, Devon. R. C. J. LACEY.

Civil or Military?

Differences in French Uniforms. In reply to Mr. E. M. Holroyd (15 May), the differences in uniforms of French gendarmes and police may be summarized as follows:

Gendarmes. As they are a national military body given police duties, the uniform never varies throughout France Colonies. Distinguishing features: Round képi in black with blue crown; double white band (one broad and one narrow) round top of cap; white grenade on front. Tunic black with white facings. Black belt; Sam Browne belt when revolver is carried (in leather holster). Trousers dark blue with black is carried (in leather holster). Trousers dark blue with black stripe down seam. Stripes indicating rank in white. On field service may have leggings, a shiny black casque and be armed with a rifle. Never carry batons. No distinguishing numbers or letters on uniform. Gendarmes are never employed on traffic duties in big cities, such as Paris, Lyon, Bordeaux, Marseilles, but are used on the open roads and in villages having no municipal relief. cipal police.

Policemen are seen in all cities of any importance, generally to the total exclusion of gendarmes. Having only local authority, they will never be met on the open road. There is much variation in uniform from town to town. Distinctive sign: policetion in uniform from town to town. Distinctive sign: policemen nearly always have a white baton hanging loose from the belt or in a leather sheath. Often a profusion of white for belt, gauntlets, képi. Paris police have numbers on collar, individual and district. Town badges are sometimes worn on tunic. Customs Officers (douaniers) are distinguished by bright red band down blue trousers leg. Sometimes on road patrol up to 10 miles inland; have no police duties.

Roquebrune-Cap Martin, A.M.

U. Bradley.

[Thanks are expressed to readers M. Gilbert Collet of Paris.

[Thanks are expressed to readers M. Gilbert Collet, of Paris, and Mr. L. W. Brown, of Eure, France, for similar information. -Ep.1

"Mill" Defended

Racing Cars issue, I noticed a letter from an American reader condemning you for using the term "mill" to refer to the Chrysler engine in the Facel Vega. While I agree that the use of slang should be avoided, I must take exception to some of his comments. These remarks mentioned the bad connotations associated with "mill" and the type of people using this term. The term "mill," as it is used by automotive enthusiasts in this country, has only one connotation. It refers to an automic mill to the connotation.

this country, has only one connotation. It refers to an auto-mobile engine which is almost always modified and of the highest quality. Our engines can't compete on a size basis with those in European high-performance cars, but in terms of cost per horse-power they do quite well. Our backyard specials with their "mills" in them have set some records that their owners can proud of.

For example, a Chrysler engine of stock bore and stroke in Don Garlits' special has just set a new American acceleration record. This car has turned the standing start quarter-mile in an elapsed time of 8.37sec. It went through the timing trap at the finish line at 185.56 m.p.h. While I agree that Mr. Garlits' motoring interest may lie in driving only 1,320ft on Sundays, I still think that credit must be given.

Another Chrysler-powered car, the Hot Rod Magazine Special, now holds the world's record for the standing start kilometre which was previously held by the famous Auto Union. And during this year a determined attempt is going to be made on John Cobb's world speed record. This will be done in a car built by a "hot rodder," Mickey Thompson, and powered by four modified Pontiac passenger car "mills." It seems to me that these men working with limited resources on production blocks should be given credit. They have managed to make some phenomenal advances in the field of engine modification. It is also interesting to note that many of the men who are working on the Scarab (same issue) are or have been "hot rodders."

All in all it eeems to me that men who might often use the term "mill," and drive a quarter mile on Sundays, are doing a pretty good job, and they should receive credit, especially from America which is increasing its automotive reputation because of these men. "Mill" may not have any place in *The Autocar*, but it is used in some very good American magazines, and by some very successful automotive men in this country.

DAVID BELDEN. Kingston, Rhode Island, U.S.A.

Blind Dips

Need for New Signs? Although I deprecate the multiplicity of signs that at present adorn our main roads, I do feel that there is at least limited scope for one new one. This could, for want a better term, be lettered "Dead Ground."

There are places where dips in the road, which may conceal an oncoming vehicle, are almost completely invisible. This is particularly the case when the road surface is of mottled appearance. Whilst the local driver is prepared for this, the visitor may find himself in the alarming position of being abreast another car when a heavy lorry suddenly appears from the road he was convinced was empty.

I should also like to endorse the Scribe's remarks and cite a further example of the beauty of distant views of urban lighting. When approached at night from either London (A3) or Winchester (A333), Portsmouth can appear a veritable fairyland. In this case the enchantment does not die at dawn.

London, W.8.

CEDRIC G. M. HOPTROFF.

Genuine Mileage

Service Vouchers Indication? Further to the letter from "Wary" (15 May), your correspondent would seem to advocate a somewhat complicated system to ensure a car's true mileage.

Any well-maintained used car should be purchased with all service vouchers from new. These counterfoils should be stamped by the motor agents with the mileage at each service. Okehampton, Devon.

A. J. HORNE.

Cooper-B.R.M.

In "The Sport" last week Peter Comments of Authority. Garnier gives a quite erroneous impression of the situation with regard to the Cooper-B.R.M. It was realised from the outset that this project was a fairly long shot. Rob Walker and Stirling Moss specifically requested that a 1958 engine rather than a 1959 engine should be supplied, and as fitted in the car it was down on power, mainly due to the necessary modifications to the exhaust system. The Cooper-B.R.M. was a calculated risk that we considered might have been worth while for Monaco.

The Owen Organisation provided the R. R. C. Walker Racing Team with precisely that which was requested, and both organisations worked together on the project.

Team Manager—the R. R. C. Walker Racing Team. A. F. RIVERS FLETCHER. A. GREGORY. Public Relations Officer, Owen Organisation.









STANDARD-TRIUMPH 'SWEEP THE BOARD' PREMIER AWARD

WEIR TROPHY-TRIUMPH

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Class 1-Touring Cars up to 1,000 c.c.

ANGUARD SPORTSMAN

ohn Stoddart

R. W. Dalglish

R. W. Dalglish also won the Scottish Sporting Car Club Prize Novices Prize- 1 Standard Pennant-T. E. Sleigh

Another example of

STANDARI



dependability

STANDARD MOTOR COMPANY LIMITED, CANLEY, COVEN



WITH anger etched on every line of his handsome face, Dick Trueblood strode purposefully through the silent night — the whirring of his faithful mentor's wings the only accompaniment to his sombre thoughts. How had that callous swine Mu-Fan-Chu compromised his car and wrecked his chances? All at once he reeled back — clutching his car about him — as the blinding truth struck home. Not for Chu the heavy-handed approach of sabotage against his beloved chassis,

rather the devilish cunning of the subtle Oriental master-mind! Seeing Dick's reliance on an old friend, he had snipped from his reading matter all reference to the credit facilities offered by UDT for the purchase of new and secondhand cars! Only Dick knew the full horror of the rest of that night — of the physical effort of keeping the car round him, or of the policeman who arrested him for walking without a front and rear light...9

United Dominions Trust (Commercial) Ltd

AUTHOR'S NOTE: UDT finances the purchase of cars of all makes and alone operates the official credit plans for Aston Martin Lagonda, Austin, Daimler, Jaguar, Land-Rover, MG, Morris, Riley, Rolls-Royce, Rover, Standard, Triumph & Wolseley.



In a typically Sicilian setting, even to the enthusiastic onlookers, the Mahle-Linge Porsche swings round a bend on its way to a second place in the general classification. This was the forty-third Targa Florio, sole survivor of the great town to town races

Clean Sweep for Porsche

First Four Places in Targa Florio : Lead in Sports Car Championship

By W. F. BRADLEY

DGAR BARTH and Wolfgang Seidel, driving a Porsche in the 1,500 c.c. sports class, won the 626-mile Targa Florio race over the mountainous Madonie circuit in Sicily last Sunday, at an average of 56.7 m.p.h.—not a record. Von Trips made the fastest lap of the day at 62.26 m.p.h., also in a Porsche, but failed to surpass the Moss record. Porsche cars finished in the first four positions and dominated the race after quarter distance. Leading at the outset, the official Ferrari team completely collapsed early in the race with rear axle trouble, and through a sensational accident to Behra.

Colin Davis, taking an Alfa Romeo Zagato on the spur of the moment, finished sixth and won in his class. An Austin-Healey Sprite, driven by Wisdom and Cahier, showed regularity but did not have the speed of the Italian machines. It finished seventeenth, and second in its class.

Fifty cars stood nose to tail at 5 a.m., waiting for the signals which would release

them at 30-second intervals for the 626-mile run in the forty-third Targa Florio. Perhaps tradition was responsible for this early morning start, for tradition is strong here. Fifty-three years ago other cars were aligned in the same way, at practically the same place, for the first Targa Florio—a solid gold plate offered by the young, wealthy, enthusiastic Vincenzio Florio for the first motor race to be held in Sicily.

It was to be continued until the present day, without any other interruption than that of world wars, until it has become the world's oldest motor race. It has seen all the great drivers of the past half century, many of them now removed from our midst—from the impeccable Felice Nazzaro who won in 1907, on to the smiling, cheerful Peter Collins, who shared the victory with Stirling Moss in 1955; perhaps the young men sitting behind their 750 c.c. engines thought of these glories of other days.

of other days.

The Targa Florio is a family affair.

Vincenzo Florio conceived it, financed it, organized it and even raced in it on the few occasions when manufacturers became weak-kneed and neglected to send in their entries. Last January he was removed

from our midst, but his last request was that the Targa Florio should be continued and his grandson, Vincenzo Paladino, is upholding the tradition.

No attempt has been made to "modernize" the 44½-mile Madonic circuit. Road engineers have replaced the rutted, gravelly or water-bound macadam by upto-date bitumen, but there are still one thousand distinct bends—an average of one every 83 yards—all on gradients calling for gear changes, braking and tactics varying with the skill or individuality of the driver. Starting from sea level, the circuit rises to a height of 1,900 ft in 17 miles, just outside Caltavaturo, where spectators find natural grandstands on the rocks, and eagles have inaccessible refuges on the cacti-studded walls above them. A drop is followed by another rise to 1,870 feet, after which the road winds down to Campofelice at sea level, and for four successive miles of dead straight highway drivers can neglect the change speed lever, for this final dash brings them almost to the grandstands.

Some of the local authorities, who probably had been to Monte Carlo, suggested that the village streets should be boarded



Tony Brooks prepares to take the damaged Ferrari back into the race, after co-driver Jean Behra had rolled it

and that bales of straw should be placed on the bends, but after they had calculated the thousands of bales which would be needed and the cost of placing them in position, it was decided to continue in the old way, without warning signs, marshals and their multi-coloured flags.

Except for the locals, this year's race reduced itself to a struggle between the official Ferrari team and the Porsche contingent. Ferrari, indeed, were alone in the sports class of 2,000 to 3,000 c.c., with three of the 12-cylinder models entrusted to Cliff Allison and Dan Gurney, Gendebien and Phil Hill, and the French champion, Jean Behra, teaming with Tony Brooks. Of particular interest was the fact that No. 154, entrusted to Allison and Gurney, was the Le Mans prototype with bigger carburettors, and declared to develop 30 b.h.p. more than the other two. All the Ferraris had Dunlop disc brakes front and rear

All the Ferraris nad Dulliop disc brakes front and rear.

Although in the 2,000 c.c. class, Porsche challenged Ferrari with two cars handled respectively by Maglioli and Hermann, Von Trips and Bonnier. Maglioli, one of the eleven men who over the years have marked up two wins in the Targa Florio, naturally was a favourite. In his class, however, he had to meet the competition of the 1,986 c.c. vee-6 Ferrari handled by Cabianca and Scarlatti, the former having finished second three years ago in a works Osca.

A white puff from the "bomba" indicated that from the watchtower had been sighted a car on the seashors straightaway—it was the extremely streamlined French D.B., with Panhard twin-cylinder engine, in the 750 c.c. class and was followed by an Alfa Romeo in the 1,300 c.c. class and a little Abarth-Zagato.

Most outstanding was the performance of Colin Davis who for a week had lifted his voice in lamentations at the failure of Osca to supply the new 2-litre sports model, as promised. At the last moment

Targa Florio . . .

he was offered the wheel of one of the Alfa-Romeo Zagatos, in the 1,300 G.T. class and immediately placed himself at the head of his division.

But, fascinating as these small cars might be, interest centred on the Ferrari-Porsche teams, and they did not disappoint us, for the American, Dan Gurney, with the Le Mans type Ferrari, had made the fastest first lap in 45min 0.1sec, or at 59.6 m.p.h., followed by the French champion, Behra, eight seconds slower. Then came the pack of five Porsche models. Already there were signs of the disaster which was to overtake the Italian cars. Gendebien finished the first lap practically five minutes behind the leader, then withdrew with rear axle defects Cabianca, a national favourite and looked upon as a possible winner with the new 2-litre Ferrari, was late and when he did appear, driving fast, he was not among the first ten. He stopped to explain that his engine had been on fire He set out again, apparently in a desperate hurry, but within half an hour he, too, had been eliminated with rear-axle trouble.

Gurney and Behra held the lead for the first two laps, then on the third Bonnier pushed his Porsche to the front with the margin of 14sec Another lap, the fourth, and Porsche had secured first two positions, for Barth had placed the 1,500 c.c. model ahead of the two big Ferraris, and was four minutes behind the leader. During the fifth lap the rear axle defect which had been responsible for the elimination of two of the Ferraris, also claimed Gurney, leaving only Behra in the fight.

Along the gentle down grade leading to Campo-Felice, Behra swung round a bend and struck a patch of oil. Clearing the bend broadside on, the car skidded for nearly one hundred yards and then rolled over. Behra crouched in his seat and when the car came to a standstill he found himself over a hollow in the ground which enabled him to struggle out with nothing worse than scratches and dents on his helmet.

Nobody was in sight at the time, but espying three natives in a field, he pressed them into service, and together they put the car back on its wheels and Behra drove it with shattered windscreen and damaged body as far as the rifornimento. Here Tony Brooks took over, but as the



Above: Jean Behra sets off from the starting arch with the ill-fated Ferrari. Below: Cars crowded at the starting area, awaiting their turn to set off; No. 38 is Colin Davis' Alfa-Zagato Giulietta which finished sixth in the race, and won its class



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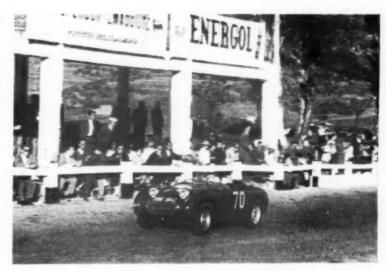
steering gear had lost its precision and the rear axle epidemic threatened, it was con-

sidered wise to withdraw.

Seven of the fourteen laps had been covered—a little over 300 miles; all the official Ferraris had been eliminated and the first five places were held by Porsches. It was something which had never been seen in all the preceding forty-two Targa Florio races, and all the more remarkable when it is noted that the five cars were in three distinct classes—2,000 c.c. sports, 1,500 c.c. sports and 2,600 c.c. grand turismo.

Interest naturally waned, for how could one enthuse when the winner was known in advance? Von Trips made the fastest lap of the day at just a fraction over the magic 100 kilometres—62.23 m.p.h. Gradually his Porsche drew away until at half-distance it had n lead of 14 minutes. Maglioli, when in second position, dropped out with a broken gear box, but this only reduced the team to four leaders. Von Trips entered the last lap, apparently a certain winner. At Collesano, with only 25 miles to go, his gear box also failed, and it was E. Barth, teaming with Seidel, who crossed the line a winner at the average of 56.91 m.p.h., in a 1,498 c.c. model, the smallest engine ever to win a Targa Florio.

Incidents around the mountainous circuit were plentiful. The 2-litre Ferrari driven by Starraba dropped into a culvert, caught fire and was burned to a cinder. The D.B.-Panhard, after running remarkably well and leading its class, broke a stub axle at speed. In both cases the drivers sustained no injury. Just when the winner was expected, motor cycle police, the fire engine and the ambulance raced away from the pits in the direction of Cerda to find No. 60 Osca a complete wreck but happily the driver intact. Dents were plentiful, the most severely damaged car being the Cammarata 2-litre Ferrari, which had lost all its right rear wing and some of its tail. Colin Davis, in No. 38 Alfa, running in the 1,300 c.c. grand turismo class, had worked his car up to ninth position at the end of five laps, while the Porsche and Ferrari competition was strong. Later he went up to seventh and then to sixth.

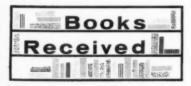


Sole British entry—the Austin-Healey Sprite driven by Tommy Wisdom and Bernard Cahier

always holding the lead in his section. Handicapped by a tank of just under six gallons capacity, being only just enough for three laps, Wisdom and Cahier showed regularity with the Austin-Healey Sprite, the only British car in the race. On the last lap the throttle control broke, 20 minutes were lost by the roadside and finally Wisdom had to control engine speed with the ignition switch.

sp	eed with the ignition switch.			
	PROVISIONAL RESULTS 14 Laps of 44.75-mile circuit; 626			S.
1.	Porsche R.S.K. (E. Barth & W. Seidel) Average 56.7 m.p.h. (1500 c.c. sports class)	11	02	21
2.	Porsche R.S. (Linge & Scaglierini) (1500 c.c. sports class)	11	22	20
3.		11	31	44
4.	Porsche Carrera (Strahle, Marle & Linge) (2600 G.T. class)	11	36	10
5.	Maserati (Boffa & Drago) (2000 c.c. sports class)	11	41	20
6.	Alta-Romeo Zagato (Colin Davis & Sepe) (1300 G.T. class)	12	02	09

	7.	Osca (Bini & Montovani)	12	10	52
	8.	Ferrari (Cammarata & Tramontana) (2000 c.c. sports class)	12	14	45
	9.	Ferrari (Le Pira & Siracusa)	12	24	15
	10.	Osca (Rotolo, Cavallere & Tagliava) (1100 c.c. sports class)	12	39	40
	11.	Alfa Romeo (Picone, Tagliavia & Mantia) (1300 c.c. G.T. class)	12	41	45
	12.	Abarth Zagato (Carini & Prinoth) (750 c.c. G.T. class)	12	43	39
	13.	Alfa Romeo (Coco & Sabbia)	12	46	16
	14.	Arbath-Zagato (Carini & Prinoth) (750 c.c. G.T. class)	12	53	29
	15.	Piat-Boano (Bartocelli, Parla & Panepinto) (1300 c.c. G.T. class)	13	00	27
1	16.	Alfa Romeo (Laureti & Pompei)	13	12	05
1	17.	Osca (Leonardi & Tinazzo) (750 c.c. sports class)	13	13	46
	18.	Austin-Healey Sprite (Wisdom & Cahier) (1100 c.c. ports class)	13	22	05
1	19.	Osca (Laureti & Celani) (750 c.c. sports class)	13	39	33
4.4	20.	Osca (Rigamonti & Peduzzi)	13	43	47
**	21.	Alfa Romeo Zagato (Roskinshi & Bobrowsky) (1500 c.c. G.T. class)	13	44	11
2.80	22.	Ermini (Manzini & Brandi)	14	18	59



F.I.A. Guide Camping et Caravanning—1959. Published by the Federation Internationale de l'Automobile, 8, Place de la Concorde, Paris, Distributed by the Royal Automobile Club (Touring Dept.), Pall Mall, London, S.W.I. Price 108 6d.

This is an excellent guide for those who like to combine camping and touring at home and on the Continent, because of its clarity and wide coverage. Each camping site occupies half a page, giving four to an opening, and very detailed particulars about it are given by little pictorial symbols. Thus a small tap indicates that there is running water, and an archway with figures by the side gives the width of the entrance in metres for the benefit of corangers.

of caravanners.

The code is simple and may be memorized in a moment or two because most of the symbols are obvious. The address and telephone number are given, and for

most sites there is a small sketch map showing how to get there. It is easy to look up any site, either by reference to the key map for the relevant country, or from the alphabetical list of sites in each country at the end of the book. Basic details for each of the 14 countries covered are given in English as well as French. Prices are given in local currencies. The book lists particulars of 580 camping sites in countries all over Western Europe, including Great Britain.

National Trust Properties. Published by the National Trust, Ltd., 42. Queen Anne's Gate, London S.W.1. Price 3s 6d.

Published every two years, the National Trust list of properties is a compact but detailed book, containing the fullest particulars of all properties owned by the Trust. The latest edition for 1959 is completely revised throughout, and is, illustrated by ten excellent photographs. The properties are arranged under county headings.

TYRE WARNING

SOME comments on tyres for high-speed driving have been made by the Tyre Manufacturers Conterence, prompted by the growing number of British drivers enjoying fast touring on Continental roads, and also the introduction of British motorways.

The maximum safe speed for any tyre can be decided only after many factors have been taken into account; for example, ambient temperature, road surface, and what speeds are to be maintained. Most cars are fitted with tyres having 4-ply rating and these, say the T.M.C., may be taken up to 80 m.p.h. This presupposes such tyres being in good condition, and in

this case spells of up to 90 m.p.h. can be indulged in with a margin of safety. If speeds of more than 80 m.p.h. are to

If speeds of more than 80 m.p.h. are to be maintained, then pressures should be increased to 6 lb sq in above normal. This increase in pressure reduces the amount of internal heat build-up owing to high speed flexing.

Drivers likely to cruise at more than 85-90 m.p.h. should make sure that their cars are equipped with tyres made specifically for high speed use. A reminder is made that re-moulded tyres have carcases which have already withstood much hard work. Motorists intending to indulge in high speeds, therefore, are advised to fit completely new tyres.

Doors Daniel Lands Lands

FTER-SALES service can have a

a car which spends most of its life in the country of its origin is a very different matter from servicing one which operates

of the car are the distributors and the dealers, and it is up to them, to a very great extent, to keep manufacturers in-

5,000 miles away from the factory. The links between the owner and the maker

vital effect on a manufacturer's reputation. To obtain spares for

Spares for Rootes Cars

New Central Depot Opened in Birmingham

Packed for long-distance transport spares for Australia ready to leave the new depot

manufacturer has to build up a spares organization adequate to the

markets involved.

International air freight and fast goods services operated by British Railways have helped greatly to speed up the supply of spares for Rootes Group's products. Improved methods of protection and

packing help to ensure that goods arrive at their destination without damage or deterioration, and up-to-date communications systems have cut down the time taken to place an order with the manufacturer.

In January, 1956, when the Rootes Group took over Singer Motors, Ltd., they acquired a large five-storey factory on the Birmingham-Coventry road where Singers were built and assembled. The factory has been completely remodelled inside and out, new roads have been built and office blocks added.

Before this new headquarters of the Rootes Parts Division was ready for use, spares for Humber, Hillman, Singer and Sumbeam cars, and for Commer and Karrier commercial vehicles, were handled by three separate depots at Coventry, Lyton and Silverstone.

Karrier commercial ventuces, wellhandled by three separate depots at
Coventry, Luton and Silverstone.
Now the newly completed centre
is the hub of a network which reaches
throughout the world wherever there is
a Rootes dealer. While the move was
taking place—1,750 ten-ton truck loads
transported from the three previous
depots to Birmingham—supplies were
kept moving.

In addition to the normal postal services, the depot is in Telex communication with distributors in Canada, Austria, Scandinavia, Switzerland, Ireland, Holland and France, so that orders can be received and the goods despatched with the minimum of delay. Most small garages and agents obtain their supplies from the distributors and main dealers. These larger organizations place a regular three-weekly order with the Birmingham

depot to maintain stocks.

Urgent orders are given priority, and air freight is used extensively. A great deal of organization and systemized channelling is, of course, necessary, but in certain instances, such as when a truck carrying perishable goods is broken down, some of the normal processes are by-passed so that the spare required may be sent on its way immediately.

An incoming order is given a registration number which serves to identify it, and a pre-punched card carrying this number is selected for each item on the order. The cards are processed through Hollerith electronic calculators and punch card machines which produce stores issue dockets from the information.

These dockets are forwarded to the appropriate floor of the warehouse where the items are selected and assembled in bins and cages. According to their size, the bins and cages are sent to the despatch bay on the ground floor by gravity chute or by lift. The stores have been laid out so that what are known as fast-moving items, such as engine parts and units for late models, are on the lower floors, and material in lesser demand is held in the upper storeys.

As orders are completed and despatched, there is a constant inflow of replacements, not only from the Rootes factories but from suppliers. Clutches, brake parts and electrical equipment form a large proportion of these replacements. This restocking is the responsibility of the supply department, and as there are quantities of 60,000 different parts in the building, theirs is no mean task.

Also at Birmingham, working in conjunction with the factories and stores supply department, is a technical records section, which prepares parts lists for all vehicles; these are made available to dealers as soon as a new model comes into production.

Every effort is made to ensure that the owner of a Rootes Group product receives the spare part he requires as soon as is humanly possible, whether he lives in Delhi, Darwin or Daventry.



Above: The latest mechanical handling equipment makes light of the moving of heavy parts.

Below: Fully mechanized office system handles the paper work





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G. H. F. PARKES (Jaguar 3.4)

Class 9, Unlimited Grand Touring Cars,

R. W. DALGLISH (Triumph)

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Caravan Notes

Woburn Rally **Novel Tow Hitch** Sites List

Woburn Abbey National Rally

ARAVANNERS are gregarious, at least the member: of the Caravan Club certainly are. Over Whitsun weekend no fewer than 1,530 outfits gathered at Woburn Abbey for the National Rally. The fact that the Duke of Bedford arrived by helicopter to perform the opening ceremony did not mean that the roads were so cluttered-up with vans that he could not come by car. Actually there was no congestion, and the quick siting of the vans as they arrived prevented any lengthy queues forming at the entrance.

To cater for a rally of 1,500 vans and 4,500 people is no small task and the chief rally officer, Lt. Col. Boam, and his helpers are to be congratulated on the smoothness of the arrangements.

One of the most interesting features of the rally was a forum at which any subject of general interest to caravanners could be discussed. Motor caravans came The membership committee under fire. recommended that they should be accepted by the club, its spokesman pointing out that there was less difference between them and the standard twowheel trailers than there was between the latter and the horse caravans originally forming the club. It took a lady member to point out the advantages of the fourwheeler for Continental travel and the secretary, Donald Chidson, to observe that some are in the club already. Nevertheless, there was overwhelming support for a two-wheel trailers only policy, the members feeling that the high standards demanded by the club could not be maintained by using four-wheel vans

The subject of the 30 m.p.h. speed limit was revived, but it was thought that, despite a marked improvement in towing, a full 12 months of experimental 40 m.p.h. on the Preston by-pass must elapse before a decision can be expected. A gratifying observation was that caravans are rarely involved in accidents.

The use of municipal car parks as overnight halts—as are the town squares abroad—was discussed. There is no uniformity in this practice, largely because of no governmental lead. Members were asked to contact their local authorities and obtain decisions from them.

Before the meeting closed the club chairman, W. P. Stote, broke the news that he would not be standing again after



E. W. Barrett, unassisted by a navigator, reversing his Morris Isis Car Cruiser Clubman outfi to win the Harris trophy

his term of office finished; a much regretted decision.

Driving in the reversing competition for the Harris Cup was below standard. In this the competitors had to go forward and turn right into a lane, reversing out over the same ground and then back on the blind side into a lane on the left-hand side, finally going forward to cross the starting line—a difficult test. Quite out-standing was the winner, E. W. Barrett, who performed very neatly in 57sec. Barrett won this event last year and also won the major award at the Fifth British Road Rally, held at Brighton recently.

In connection with the rally there was multiplicity of competitions in sections, from amateur-built vans to water systems. Of particular interest from a roadability aspect was a tow-hitch by F. G. Taylor. This incorporated shock dampers and an This incorporated shock dampers and an adjustable spring for overrun brakes preventing snatch, a brake locking-on device and a safety wire, which applies the brakes in case of breakaway. This hitch gained second award in the Owners' Improvements competition.

Not entered in any competition was a Taylor had designed and built for his A.55. This takes the full nose load of the van and, by means of a vee-collar, acts as a stabilizer to prevent snaking. A winch is fitted to save manhandling.

Whether the attendant weight of a complicated hitch and dolly is paid for by improved towing characteristics can be decided only by trial. One would expect it to be necessary only on large outfits but, of course, there is always the possi-bility of preventing a "jack-knife" when

braking hard in an emergency.

A feature of the National Rally is a
Continental section, recognized by its
many Continental road signs. This section was larger than ever this year and had a bureau at which questions concern-ing caravanning abroad were answered by experienced travellers.

Sites List

CARAVANNERS who are not club members, and therefore do not enjoy the privilege of using the clubs' sites lists will be interested in *Caravan Sites*, issued by the Modern Caravan. It is claimed to be an annual survey of the officially recognized sites accommodating six or more vans. It is published at 2s 6d.

Cheltenham Owners' Rally

ONCE more this very pleasant function was held last weekend at Cheltenham, in the grounds of Southfields Manor, home of the president, Arthur Gardner.

The barn was cleared and decorated for the occasion, serving in turn as dining hall, dance floor and church. Lovely Cotswold scenery and warm sunshine combined to make a memorable event.

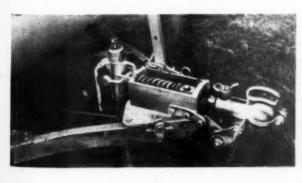
Just over 100 Cheltenham vans, one 21 years old, put in an appearance. The membership of the Cheltenham Owners' Club now stands at 760. Col. Jackson was elected chairman.

Racasan Sachets

A NEW packing of a well-tried toilet chemical is the Racasan "Readypac." pac." The liquid in the right quantity for one charge is enclosed in a flat metal foil container, from which the corner is cut off to release the contents. The new packing has been tested in Great Britain and also under conditions of tropical heat and humidity. Each sachet costs 9d.

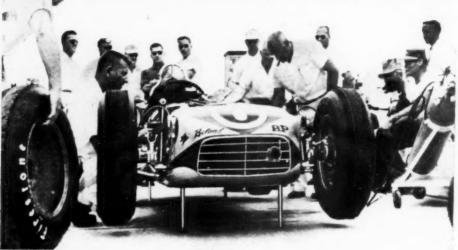
Europa Camping Guide

THE 1959 International Europa Camping Guide, with text in German, French and English, is now available from Geographia, Ltd., 167, Fleet Street, London, E.C.4, at 10s 6d



G. Taylor's tow hitch showing the locked brake lever, and rever adjustable spring dampers

Indianapolis Preview



By ROGER HUNTINGTON. A.S.A.E.

To cut down time spent on tyre changes, the Belond AP Special is fitted with built-in jacking on all four wheels. Pressure from a cylinder of nitrogen raises the car in a fraction of a second; it sinks to the ground when the cylinder is disconnected

Accent on Pit-stops : Bias to The Left : Weight Reduction

HERE are a lot of 145-mile-anhour automobiles here—but not many 145 drivers." That was the sage observation of one mechanic who had been around the Indianapolis scene for 40 years. And it pretty well sums up one of the most significant new developments of the most significant new developments at Indy this year—that is, the growing shortage of drivers capable of driving the latest lightweight, low-centre-of-gravity cars to their full lap speed potential. There are, perhaps, seven or eight such drivers available today (and probably not more than 20 or 25 capable of comfortably averaging over 140 m.p.h.).

Two fatalities and numerous spins and crashes during this year's practice period crashes during this year's practice period suggest that it is not going to be an easy problem to solve. The simple fact is that our engineering has finally caught up with the physical characteristics of both the track and driver. The chassis are now so highly tuned and well balanced, and tyre wear has been so nicely controlled, that the newest cars are becomeisterably driven through the can be consistently driven through the turns, just floating on the ragged edge of adhesion in a four-wheel drift. In a situation like this, driver reflexes and vagaries of the track surface, wind conditions and the like become very critical. Result: There are scads of new \$30,000 cars at the Brickyard this year, just beg-ging for drivers who can make full use of them on the track.

Pit-stops

Meanwhile chassis design continues to mature, and to become more specifically adapted to the peculiar requirements of the Indianapolis 500-mile race. Designers are coming more and more to realize that the race is won or lost in the pits. A car that could cover the 500 miles at lap speeds of 140 to 143 m.p.h. with one less tyre stop than the opposition (two instead of the usual three) would have the race in the bag. Or if a pit crew could cut the fuel and tyre-change stop time from, say, 50sec to 30sec, they could pick up several places in the field—and could win with a decent car and driver. Last year

the winning Belond car (Bryan) spent a total of 88sec in the pits on three stops, compared with 117sec for the secondplace car-and the Belond car won by the narrow margin of 27sec

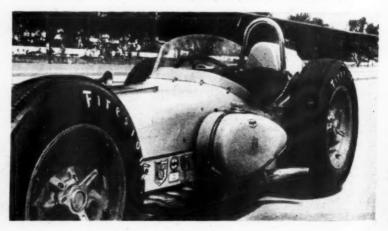
So far, attempts to reduce pit-stop times have consisted mostly of intense practice by pit crews to do their fuelling and tyre changes in less time. Procedures are probably as highly developed as any Grand Prix teams, and the present record for a tyre and fuel stop at Indy

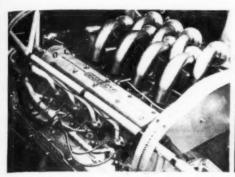
This year a new element has been added by mechanics of the Ansted-Rotary Special, who fitted pneumatic jacks at each corner of the car. When the car stops, an air-pressure hose is correct in the side of quick-coupled to a socket in the side of the car, and the car is raised 11 in off the ground in a split second. The boys hoped to reduce stop time to 20 sec with the gimmick; unfortunately this car was flipped by Tony Bettenhausen late in the

practice session and demolished. dentally, the new mandatory roll bar above the cockpit is credited with saving Bettenhausen's life in this crash; he came

out with only scratches.)
Chassis engineering this year has been aimed mainly at reducing tyre wear. Weapons are weight reduction, lower Weapons are c.g., and lateral weight bias to the left—so that the four tyres will be more evenly loaded under centrifugal force in the turns. There are more magnesium and glass-fibre body panels this year to reduce weight; tubing in the space frames is getting smaller and thinner; fuel tanks are getting smaller (why carry tankage for 300 miles when your tyres will last only Frank Kurtis says he is saving 100 ib of weight on the new Bowes Seal Fast car (Boyd) by using titanium exten-sively in the front end. But in a way it is a losing proposition with that big 500 lb Offy engine; minimum dry weights still run at 1,550 to 1,600 lb.

This year there is a stronger-than-usual tendency to concentrate all shiftable weight on the leftas shown by this oil tank. The now compulsory cockpit roll-bar is also shown here









Engine of the Eldorado Maserati unsupercharged 4.2-litre vee-eight. The carburettors fitted when Moss drove the car at Monza last year nave been replaced with Hilborn fuel injection. Centre, and right: On the Novi vee-eights Hilborn fuel injection replaces the usual carburettors, and flashing lights replace dials on the instrument panel, allowing the driver to concentrate on the job of driving, without having to glance down from time to time

This matter of weight bias to the left is really getting wild. All the designers seem to be trying some weird new arrangement of components—some apparently with no preliminary paper calculation to determine the actual effect on c.g. location. In one case, designer Lugie Lesovsky has built the polewinning Racing Associates Special (Thomson) with the engine tilted 72 deg to the left, so the drive line runs down the right side of the car and the driver sits to the left. Most of the other designers follow the lead of George Salih's Belond car, and tilt the engine to the right, with the drive on the left and driver on the right.

But there are a couple of notable exceptions: A. J. Watson, one of the sharper mechanics at Indy, puts his engine upright, but far to the left, with the driver on the right. His c.g. is a little higher, but it is farther to the left. Ernie Casale is in a class by himself—he tilts his engine 72 deg to the left, but leaves the drive line on the left, too—so the top of the engine sticks out 9½in beyond the body on the left side—which does not improve the streamlining!

27

1

3

Obviously this is the best deal of all from the weight transfer standpoint. He gets a very low c.g. and one that is far to the left of the chassis centre line. Incidentally, all the new cars follow Watson's lead and offset the chassis centre line 1½ to 2in to the left of the track centre, further to reduce the effective weight transfer in the turns. The result of all these gimmicks is that, apparently, these latest cars have no faster tyre wear at lap speeds of 140 m.p.h. than earlier "roadsters" got at 133-136 m.p.h.

Increased Outputs

Development continues apace on our venerable old Meyer-Drake "Offy engine. When the Indy piston displacement limit was reduced from 4.5 to 4.2 litres a couple of years ago, most of the mechanics merely reduced the bore of the Offy, and left the stroke at 4 in. But mechanic Watson saw a good chance to increase usable r.p.m. here, so he adapted the short, light connecting rods from the 220 cu in (3.6-litre) Offy sprint engine (in conjunction with the short block and gear tower)—and reduced stroke to 4 in. The Watson cars were going up to 6,600-6,800 r.p.m. last year. Most of the new Offy engines ordered this year use this Watson layout, and we note a marked increase in peak straightaway r.p.m. during qualifying. Speeds of 6,500-7,000 r.p.m. are common However, acceleration out

of the turns is vital to good lap times at Indy—so, in the absence of a gear change, one can't sacrifice too much mid-range torque for top end horsepower. Latest practice on the 4½in-stroke engines is to cam to peak 360-370 b.h.p. at about 6,200 r.p.m., then gear to hit maybe 6,600 on the straights—and tune the intake for maximum punch at about 5,500 coming out of the turns.

There is not much "oddball" machinery at the Brickyard this year. Herb Porter's Roots-blown 176 cu in (2.9-litre) Offy (Wolcott Spl.) did-not pan out in time, so he's running the usual 255 cu in (4.2-litre) engine. Most significant change on the popular Novi supercharged vee-8s this year is the replacement of the big aircraft carburettor with a special Hilborn fuel injector unit mounted on the blower inlet. The 30lb weight of the old carburettor had been known to crack the blower casing under severe vibration—and the 11 lb sq in increase in boost pressure with the injector suggests a restriction pressure drop of 5-6in Hg, across the old carburettor venturis! Boost now runs close to 50 lb sq in, and power output seems to be up substantially (dyno figures are never released on the Novis). Fuel mixture troubles plagued the cars in early practice.

Other Novi changes: Mechanic Jean Marcenac has moved the engines back two inches and removed the side fuel tanks, to take load off the front wheels and reduce tyre wear. A new instrument panel idea may start a trend. The dials for oil pressure, oil and water tempertures, fuel pressure and fuel level have been replaced

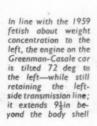


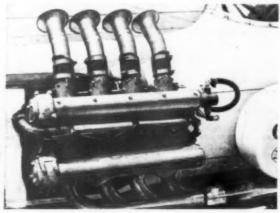
Quick-acting jacks are built into the Ansted car, and are operated by a track-side combressor

by flashing warning lights, so the driver won't need to switch his concentration from the track.

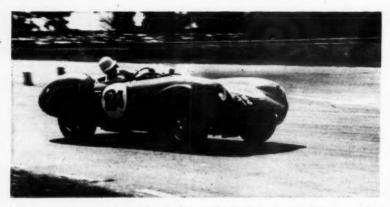
Oh, yes . . the much-heralded 400 b.h.p. vee-8 Maserati Eldorado Special—the car Moss drove at Monza last year—has been plagued by all kinds of trouble at Indy, from driver inexperience to gears and tyres. As this is written the car has not yet cranked on a fast lap; but every-body continues to hope. More news of that in the race report next week.

Who is going to win tomorrow? Can the Bryan-Belond team repeat with their quick pit stops, or will other pit crews get so sharp that the few seconds' difference in stop times between cars will throw the responsibility right back on the driver to win his own race? We shall see.





A.M.O.C. at Silverstone



Mrs. Jean Bloxam cornering hard in the first car for the Aston Martin DB3S team, in last Saturday's David Brown Relay. The faster models were a little over-handicapped, and were not among the leaders at the finish

RS. BLUEBELLE GIBBS drove across the finish line at Silver-stone last Saturday to bring victory to the Lotus Eleven team in the David Brown 200-mile relay race. The event formed the chief part of the Aston Martin O.C.'s national race meeting, and the variety of cars competing, and the frequent changes of position, sustained the interest all through this long event, which ran for nearly 130 laps. There were 19 competing teams, each comprising three cars, and one or two reserves,

all of one make. Each team's first car was required to call at the pits to change a sparking plug on the lap indicated by the team's number, with the result that over the first half hour or so the order was completely un-settled. The handicapping, which gave different numbers of credit laps to all but the Jaguar C- and D-type and DB3S Aston Martin teams, also complicated the For a long time the Peerless team established themselves in first place on handicap; but their compulsory plug change was still ahead of them, and in a race of such length early positionings are not really significant.

Gradually the order settled down, the fourth Lotus team running second. The surface at Woodcote corner was made tricky by petrol spilling from an XK150 of the third Jaguar team, but otherwise the race proceeded for a while without

incident. After some 35 minutes the second Austin-Healey Sprite team came in for the last of the compulsory plug changes; the third and fourth Lotus teams now stood in second and third places and began to close rapidly on the Peerless. I. Burvill Holmes, driving the first Peerless, tried hard to keep the car in the lead, and once swung wide on the grass at Woodcote corner in his efforts,

By the time 45 minutes had elapsed E. A. Martin's Lotus Seven had taken first place from the Peerless, and the Lotus Elevens were third. L. Sims' DB Mark III brought the Aston Martin No. 2 team into fourth position. All were now changing to their second cars and drivers, the first runners having completed the prescribed number of laps. There were excited scenes in the pits as drivers grabbed the team sash from their No. 1 car, and ran up the pits to where the next

car was lined up in readiness.

During the changeover Peerless regained the lead for a spell, then dropped back to second. M. Salmon, driving a D-type Jaguar, had made the fastest lap at this stage, some four seconds faster than his handicap time.

As the one-hour mark passed Peerless fell back to fourth, and the Lotus Elevens strode into the lead, leaving Lotus Seven's team in second position. Travelling at great speed among the smaller cars were the Aston Martin and Jaguar cars which

had started from scratch. On one lap P. J. Sargent (C-type) ran with his left wheels on the grass from Woodcote corner right up to the bridge, as he gradually overhauled M. Bond's DB3S

P. D. Anders suddenly spun the leading Lotus at Becketts corner and was pushed back on to the circuit by The Autocar's photographer: the Lotus Sevens regained the lead for a short while. Dear's MGA sprang an oil leak, and after several smoky laps had to hand over to the MGA team's third car. By the time an hour and a half had passed, most teams had their third car on the course, and the spectators were kept in suspense by alarmingly near-the-limit drifts by G. Ashmore's D-type Jaguar.

The splendidly driven Austin-Healey Sprites (team 2) moved up to third place, and the Lotus Elevens went back into the lead. Then there was a further position move when the Sprite was called in for attention to its exhaust system, and the Sprite No. 1 team—represented by G. H. Williamson-temporarily took over third

place.
There was another unexpected change when A. T. Korczynsky's Lotus Eleven—leading the race—suffered a sudden gear box failure, and he came in to hand over to the team's first reserve, driven by Mrs. Bluebelle Gibbs. Lotus Sevens continued second.

At this stage (23 hours from the start) the Lotus Elite driver appeared at the pits minus his car, which had sprung a fuel leak. G. Warner, the first reserve, took over. It was clear that the first Jaguar team, overhauling Mrs. Gibbs at the rate of eight seconds per lap, could not hope to catch up in time; but the fourth Jaguar team was now in the picture. Represented by E. G. Brown's very fast and unusual-looking XK120, they soon passed the Louis Savans and based to the louis Savans and based. the Lotus Sevens, and began to close the gap on Mrs. Gibbs' Lotus.

Comfortably in time, however, Mrs. Gibbs crossed the finish line for the Lotus Eleven team, and the race ended just over $2\frac{1}{2}$ hours after it had started. The Jaguar XK140s and 120s were second, and the Lotus Seven team finished third. There was doubt for a few minutes while the stewards sorted out a protest, which alleged that the winning Lotuses had covered too few laps on each car; but as each had retired from mechanical failure it was not upheld.

The three five-lap events which preceded it were mundane in comparison with this exciting relay race, but they completed the afternoon's racing.

RESULTS (ian distance 1.688 miles)

Serateh races: Asten Martin and Jaguar cars (4 laps) 1. Lister Jaguar 2.986 (P Mould). 5 min 58.8 pt. 60.67 m.p.h.; 2. Jaguar 2.986 (M. Salmon): 3. Aston Martin DB3S 2.992 (J. Dalton). Fastest lap: Lister-Jaguar 2.986 (P. Mould). 1 min 10.2 sec. 82.7 m.p.h. M.G. and Lotus cars (6 laps): 1. Lotus Eleven 1.098 (L. Jacobsz). 6 min 25.6 sec. 75.45 m.p.h.; 2. Lotus Eleven, 1.098 (L. Gibbs): 3 M.G. MGA Twin Cam 1.589 (G. N. Dear). Fastest lap: Lotus Eleven (L. Jacobsz). 1 min 15.45 sec. 76.77 m.p.h. Other cars (6 laps): 1. Ac. C. Berlistol 1.971 (E. Searle). 6 min 38. sec. 72.68 m.p.h.; 2. Triumph TRS 1.991; 1. Ac. 2.68 m.p.h.; 2. Triumph TRS 1.991; 1. C. Searle). 1 min 18.0 sec. 74.22 m.p.h. Mandicap Race: David Brown 200-mile Relay 1 min 18.0 sec. 74.22 m.p.h. Handicap Race: David Brown 200-mile Relay (129 laps): 1, Lotus No. 4 team (J. Graydon-Whitehead, P. D. Anders, A. T. Korczynsky, Mrs. B. Gibbs); 2 hours, 53 min, 44.6 sec. 67.77 m.p.h; 2. Jaguar No. 4 team (R. F. Taylor, D. J. Uren, E. G. Brown); 3. Lotus No. 5 team (D. Hitches, E. A. Martin, M. R. Eyre); 4, Austin-Healey Sprite No. 2 team (W. Choff, MacKenzle, Su Ldr. Chaston, M. Bond); 5, Austin-Healey Sprite No. 1 team (A. McKechzle, Su Ldr. Son).

NEW FACTORY FOR ROCOL

A NEW factory for Rocol, Ltd., makers of specialized lubricants, was opened yesterday at Swillington, near Leeds. The company has grown rapidly in the post-war years, and now has an associate com-pany in the U.S.A. and a subsidiary in Switzerland, plus agencies in 35 foreign countries. Amongst its products are horological lubricants and machining compounds, but the most interesting sub stance associated with the firm is molybdenum disulphide, from which molybden-

ized lubricants are prepared.

Molybdenum disulphide is a crystal with a laminar structure, which can be visualised as minute plates sliding very easily on one another, but with great inherent strength, enabling them to stand high pressures; they also have an inherent ability to cling to metallic surfaces.

A lubricant containing molybdenum di sulphide might, then, be in the form of a volatile liquid applied by spray, brush or dipping; in this the crystals of molybdenum disulphide will be suspended, to be left as an even coat when the liquid has evaporated. Car owners encounter Rocol products mostly in the form of a molybdenized additive to lubricating

The Sport

B.R.P. to Run a B.R.M. C.S.I. Pronouncements Dutch G.P. At Zandvoort

ETER GARNIER

JUST AS THIS column closed for press, the news came through that, in addition to the B.R.M. team cars prepared and run from Bourne, A. G. B. Owen has agreed that a third car shall be made available to the British Racing Partnership-to be prepared and entered by them, on behalf of Mr. Owen, for the French G.P. at Rheims, and the remainder of this season's grandes épreuves. This, it is hoped, will relieve some of the pressure at Bourne, where they are concerned with development as well as racing; they will continue to prepare and run the cars for Schell and Bonnier, who are under contract with Bourne for the rest of this sea-son. The British Racing Partnership will be in no way responsible for the development of B.R.M.s-only for the preparation and racing of their own particular car, which will be finished in the B.R.P.'s light green colour. Tony Robinson will be in charge of the preparation of the car, and engine mechanics will be supplied by Bourne-together with all possible cooperation, spares, transporter, and so on. This may well be the break that

B.R.M.s have needed for so long, and it is good news indeed. That the cars are well capable of winning races has been demonstrated time and again; but trivial defects, often owed to inadequate preparation, have robbed the cars of success in race after race. It could well be that a change of operator will mean a complete change in the fortunes marque-a change that would delight the hearts of everyone even remotely connected with motor racing.

The British Racing Partnership is undoubtedly a good choice; during their brief career, with a single Cooper-Climax last season, and with a couple of Cooper-Borgwards this year, their cars have established an excellent reputation for thorough preparation and reliability. Last season their Cooper-Climax started in 14 events -and was put out by accidents in its first race (Goodwood) and its last (Casablanca); during the season it was placed in eight events. This year the Cooper-Borgwards have run at Goodwood (two cars), Aintree (two cars), The Empire Trophy (two cars), Silverstone (one car),

Syracuse (two cars), and the Crystal Palace (two cars), and only once during the two seasons has a car retired due to a mechanical failure (clutch).
One can't help feeling that this move,

too, may provide Moss with the car he so badly needs to win the Drivers' Championship—and that this may, perhaps, be the idea behind it all. He is undoubtedly enthusiastic about the B.R.M. handling and performance; and his day's testing at Zandvoort (see next paragraph) suggests that this enthusiasm is well founded. Very fresh in his memory, however, must the incident which, during the Silverstone meeting, put his to the bank at Copse. One can B.R.M. into the bank at Copse. One can assume that he would be happy to drive B.R.M. if he could be reasonably certain that it would not let him down. Should Moss decide not to drive the car, presumably Ivor Bueb, as the Partnership's No. I driver, will do so.

On paper, the arrangement appears to

be an amicable one, and filled with promise. There are possible snags, however, and it is to be hoped that it does not result in the Bourne set-up being divided into two factions. And, obviously, much development work is necessary as the season proceeds; modifications must be incorporated from time to time in the cars. It is essential that the British Racing Partnership's B.R.M. be kept up to the same standard and specification as the Bourne cars.

All this does not, of course, rule out the possibility of the Vanwall appearing at some time during the season. It is known that Tony Vandervell has a smaller, lighter car in the course of preparation, and it would not be surprising if he chose the French (European) Grand Prix (July 5) for its debut, as victory on the Rheims circuit has so far eluded him. At Rheims. therefore, the odds are on Moss driving a B.R.M.—but with an outside chance that

it will be Vanwall.

FROM THE SUNNY streets of Monte Carlo, the scene shifts this Sunday to the bleak sand-dunes of Zandvoort, for the second of the Drivers' Championship events—the Dutch Grand Prix. The circuit, which is 2.6 miles in length, lies about a mile to the north of the seaside resort of Zandvoort, near Haarlem, and its very existence is owed to the forethought-and courage-of the one-time Burgomaster of Zandvoort, Mynheer van Alphen. While the German occupation forces were still in his country, he con-ceived the idea of building the track and, with as much secrecy as was possible, began the work of construction. rubble of many houses and hotels desrubble of many houses and included troyed by the Germans went into the foundations, and Zandvoort was officially opened in 1948 as Holland's premier opened in 1948 as Holland's premier track. This opening meeting was run jointly by the Koninkligke Nederlandsche Automobiel Club (Holland's K.N.A.C.), and the British Racing Drivers' Club—for British drivers only.

Apart from a single, relatively short straight at the back of the pits, the circuit consists largely of very fast bends through the sand dunes; there are also two hairpins, Tarzan Corner, with which the straight terminates and which banked, and the Hunzerug, from which the climb into the dunes begins; the first is right-handed, and the second, left. The lap record is held by Moss (in the Vanwall in which he won last year's race) at Imin 38.9sec (94.78 m.p.h.).

Last Friday, incidentally, during B.R.M. tests on this circuit, Moss covered distance amounting almost to a race-anda-half without any trouble whatever. His fastest lap was in 1min 35.5sec, and he put in a great many laps at around 1min 36sec; last year, during practice—on a road completely free of oil, and without full fuel loads—nobody bettered 1min

There will be a single Porsche, entered by Count de Beaufort; apart from this car, the entry will be taken up by full, formula 1 cars, and there will be no formula 2 race running concurrently with

the G.P., as is becoming the fashion. Interest will, of course, be centred around the new G.P. Aston Martins, running in their first full G.P. Provisional entries are as follows: B.R.M. (Schell and Bon-nier); Ferrari (Behra, Brooks and Hill); Cooper-Climax-factory entries (Brabham and Gregory); Cooper-Climax-R.R.C.
Walker entries (Moss and Trintignant);
Aston Martin (Salvadori and Shelby);
Lotus-Climax (Graham Hill and Lovely).
These, together with de Beaufort's
Porsche, make a total of 14 cars; the entry is limited to this figure—presumably by the availability of funds.

IMPORTANT **DECISIONS** reached by the C.S.I. at their recent these are, of Monte Carlo gathering; course, still subject to ratification by the F.I.A. Appendix J Touring Cars are to be classified into four groups, instead of the present six. These are: Group 1, the present six. These are: Group 1, Normal series Touring; Group 2, Improved Touring; Group 3, Grand Touring; Group 4, Sports cars. In Group 1 the permitted modifications remain the same permitted modifications remain the same as those laid down in the International Sporting Code for the present Group 1—plus specialized rally equipment, such as a screen washer, thermometers, revounter, average speed indicator, and suchlike (equipment, in fact, which does not enhance the car's performance—mercely that of its crew). merely that of its crew).

As things stand at the moment, Groups 2 and 3 of Category 1 (modified and special Touring) have given rise to a lot of trouble; many people argue that Group 2 should be dropped, and Touring cars divided into two groups—Stan-dard and Special—wherein the one is entirely standard, as sold in the showroom, and the other can be modified as much as you jolly well like. The argument is that degrees of modification are difficult to define—and harder still to detect, making scrutineering unnecessarily

difficult.

The new classification does little to sort out this problem-for, though Touring cars are now divided officially into two cars are now divided officially into two groups, instead of three, there is still a provision for Special Touring; this is now combined with Group 3 Grand Touring cars, as you will see when you read on. The three groups still exist, in effect, therefore, and the difficulties involved in sorting out Modified and Special

Touring.

Group 2 allows complete freedom so far as suspension, valve, and clutch springs are concerned; you may finish existing series-production parts by polishing, scraping, or lightening, but you may not add any material to them; you may strengthen the braking system, but you may not alter the dimensions of the drums or discs as fitted by the manufacturer; you may fit an anti-roll bar; and, finally, you may rebore up to a maximum of "Imm 2" over the original bore. The figure is in inverted commas because that is how the C.S.I. communique gives it; presumably this means 1.2mm, which is nothing like the "manufacturers" maximum rebore tolerance previously

The Sport

permitted. There is no mention, incidentally, of what happens if this puts the car

into a higher capacity class.

Group 3 includes Grand Touring cars. to which all the modifications included under Groups 1 and 2 may be carried out; it also includes Special Touring cars as defined under the existing Article 264 of Appendix J, as well as normal and modified Touring cars with special body-work. Group 4 includes Appendix C sports cars, as well as all the Touring or Grand Touring cars that can't be classified under one of the preceding groups.

IN ADDITION TO their pronouncements about Appendix J, the C.S.I. have adopted, pretty well to the letter, the proposals for Appendix C (sports cars) put up at the Geneva meeting, and published in this column in the issue of 10 April. Briefly recapping, the main points were as follows; minimum total width for cars up to 1,000 c.c. is to be 100cm—and, for cars over 1,000 c.c., 110cm. Minimum height for all classes is 25cm. There must be a minimum of two seats of equal dimensions, placed on either side of the longitudinal axis of the car, at the same level, and adjustable to suit drivers of

differing proportions.

In the case of open cars the distance between the top edge of the windscreen and the lowest part of the seat cushion must not be less than 80cm, measured in a vertical plane parallel with the longitudinal axis of the car and passing through the axis of the steering wheel. The lug-gage compartment must be completely in-The lugdependent of the space occupied by the driver, passenger, and spare wheel(s); it must form an integral part of the bodywork, and must include a volume of at least 65 by 40 by 20cm. The scale of maximum tank capacities is pretty well the same as that agreed upon at Geneva, but with two amendments which bring it in line with the new set of capacity classes. It now reads thus:

Up to 1,000 c.c., 60 litres (13½ gallons), 1,000 to 1,600 c.c., 80 litres (17½ gallons), 1,600 to 2,000 c.c., 100 litres (22½ gallons), 2,000 to 3,000 c.c., 120 litres (22½ gallons), 0ver 3,000 c.c., 140 litres (35 gallons).

Minimum ground clearance is now set at 12cm, instead of 13 (as suggested at Geneva); every part of the underside, therefore, must be at least 12cm above the ground, and it must be possible to pass between the wheels of the car a gauge 80cm wide and 12cm high—from one end of the car to the other. There is nothing in the rules to say whether this applies to the laden or unladen condition—so that anyone whose car is getting near the bone could presumably take it to the scrutineers completely dry of fuel, oil, and water.

The turning-circle maximum figurewhich, together with a ground clearance minimum, the Le Mans organizers tried, and failed, to impose last year—has now been officially adopted; but instead of the figure of 6.50 metres suggested at Geneva, 6.75 metres has been decided upon. The car must be able, therefore, to turn, without reversing, between two parallel lines

set 13.5 metres apart.

All these requirements must be incorporated in G.T. cars after 1 January, 1960. They must also be applied, from the same date, to sports cars which, in the opinion of the C.S.I., amount to seriesproduction G.T. cars. Finally the twin braking system (two master cylinders operated by the same pedal) suggested at Geneva, must be incorporated in all Appendix C sports cars as from 1 January, 1960; it must also be incorporated in all G.T. cars homologated after this date.

SEVERAL PEOPLE have telephoned about bookings to Rheims (incidentally, to the query "Is that the sports department?" it is a frightful temptation to reply "Yes; cricket bats, underwater swimming gear, boxing gloves"); here are details of the B.A.R.C. flight, arranged with Britavia by John Webb and Alan Foster. Department in scheduled for 12 Foster. Departure is scheduled for 12 noon from Gatwick Airport on Thursday, 2 July (assuming there is no practice on that day), and the aircraft will arrive at Rheims 95 minutes later. The return trip will be to the same schedule leaving on Monday, 6 July. A champagne and chicken lunch will be served in each direction. Return fare will be £14 15s, plus the normal government airport taxes (7s 6d at Gatwick; 500 francs at Rheims), and hotel accommodation has been reserved at Epernay.

A trip has been organized for the German G.P. at Avus, leaving 30 July and returning on the night of the race, 2 August. Return fare for this will be £29 10s, and full details of these and other flights can be obtained from Mrs. Norma Gould, Britavia Limited, Silver City House, 62 Brompton Road, London, S.W.3. (KENsington 4567.)

NOT ONLY IS the German G.P. to be run at Avus this time, but it is to be run in two heats of one hour each, to allow tyre changes; also, all-enclosed cars are out—the wheels and tyres must be out in the open. These C.S.I. decisions are made because of the very high speeds

B.R.D.C. GOLD STAR markings are B.R.D.C. GOLD STAR markings are as follows: 1, Brabham, 86; 2, McLaren, 67; 3, Moss, 61; 4, Salvadori, 40; 5, Brooks, 36; 6, Flockhart, 34; 7, Bueb, 27; 8, Russell, 22; 9, Gibson, 17; 10, Ash-

UP TO DATE, including the Pau G.P. and Mallory Park formula 2 race held at and Mallory Park formula 2 race held at Whitsun weekend, the scores in The Autocar Formula 2 Championship stand as follows: 1, Russell, 23; 2, M. Taylor, 18; 3, Bueb, 16; 4, Marsh, 15; 5, Greene, 14; 6, Lewis, 11; 7, McLaren, 10; 8 (equal) Moss and Brabham, 9; 10, Wicken, 8; 11, R. H. Parnell, 7; 12 (equal), Salvadori and Naylor, 6; 14, Dodd, 4; 15, Ireland, 3; 16 (equal), H. Taylor, Hicks, W. Moss, K. Jack, D. Taylor, 2; 21 (equal), Whitehouse, T. Taylor, Brooke, Stuart, Piper, T. Parnell, Bristow, Summers, Campbell-Jones, Carter, 1. Bristow, Carter, 1.

IN THIS WEEK'S instalment of Les Leston's weekly programme Grand Prix Gossip (every Friday, 8.30 p.m.; Radio Luxemburg's 208 Road Show), Les will interview Stirling Moss—an interview which Les says will include many leading and controversial questions.

ONCE AGAIN, the R.S.A.C.'s Scottish ONCE AGAIN, the R.S.A.C.'s Scottish Rally was a gentle, innocuous tour of the Highlands of Scotland, which extended neither the competing cars nor their crews. It is a characteristic of the event that it should be this way; but it is a little difficult to each according to the competing of the competing of the competing the competing the competing of the competing little difficult to see exactly what purpose it serves as a Rally—and a rally with an International permit, at that. Without doubt, it is a thoroughly enjoyable event

-not, by any stretch of the imagination from a rallying point of view, but as a succession of one-day runs into the succession of one-day runs into the country, with a few added complications to keep up one's interest. The trouble is that the rally boys, who like something to get their teeth into, are not interested; and those who are afraid of damaging their cars by entering them for com-petitions are not really aware of the "touring assembly" nature of the event. That this is so is surely demonstrated by the steady drop in entries, from 143 in 1953 to 82 this time.

The country in which it is held is all that a rally organizer could wish for.

There are Alpine climbs and descents, narrow unmade roads, and plenty of ready-made "tight sections"; above all, at this time of year, there is very little traffic. To cater for all parties there seems to be a strong case for the Tulip Rally arrangement which includes the Competition Class-which, in effect, is Tulip Rally proper-and the Rally Class, which is for the more gentle ones and is far less strenuous. By including both types of event, the Scottish could be made to appeal to a far wider field.

Then, there is the finish. . . . I suppose that, after a pleasant week of touring, one doesn't expect brass bands, flags, and crowds of people to welcome one and crowds of people to welcome one home; but a back-street garage, in the suburbs of Glasgow, without flags, crowds, or even a "Finish" banner, is carrying things a little too far the other way—and it all tends to add to competitors' impressions that they haven't actually competed in anything.

TOMORROW'S INDIANAPOLIS 500mile race will mark the first occasion on which two-way radio has been used to control the start of this event. effort to avoid a ragged start-of the sort that occurred last year and resulted in a multiple accident on the first lap-president Tony Hulman has had two-way radio equipment installed in the Buick pace car. This will be in touch with a control station on the starting linewhich, in turn, will be linked to observers all round the course by a closed-circuit telephone system. This will keep Hultelephone system. This will keep Hul-man posted as to the position of every car on the track while they are on the critical 100 m.p.h. pace lap.

Duane Carter, incidentally, who retired from the sport two years ago to take over the job of competition director of the U.S. Auto Club, has made a come-back, qualifying the Yunich-Glover-Lathrop car at

142.795 m.p.h. on 17 May.

THE S.C.C.A.'S Contest Board has issued a warning against what it calls cases of metal-to-metal contact." unnecessary No fewer than 48 such "comings-together" were counted by course together" marshals during the last national championship meeting at Marlborough, Maryland, in April. One particular competiland, in April. One particular competi-tor, a fierce, but by no means unscru-pulous, driver, has had his competition licence suspended for 90 days for being an habitual offender. The S.C.C.A. has also banned the use of a Le Mans-type start in club events, on the grounds that the risk is too great; also, marshals found it impossible to enforce the rule that seat belts (compulsory) will be buckled while the cars are on the starting grid.

UNLESS A NEW CIRCUIT can be found, it looks as though there will be no Melbourne Grand Prix this year; application to use the Albert Park circuit has been turned down following an attack

The Sport

on the use of the circuit by a leading newspaper, and the subsequent statement by the Victorian State Government that no further racing would take place in the Albert Park while they were still in power.

The race, however, may still be held: it is understood that the organizers have been offered a number of alternatives, and that the Minister of Lands regards motor racing in a favourable light.

THE R.A.C. has obtained blocks of tickets for the European G.P. at Rheims on 5 July. Applications for these, and an illustrated leaflet of the circuit, also any rail or air reservations required, should be made to the R.A.C., Pall Mall, London, S.W.1.

TO ADD TO your file of takers-over, and would-be takers-over, of the Maserati concern, here is the latest piece of in-formation. A Swiss group of companies, which includes the Oerlikon people, has taken over the machine tool section of the Maserati works at Modena. The racing department continues under the ownership of Count Orsi

Comment on the PORSCHE by "TOPGEAR" Scotland's Motoring Magazine

"The competition successes of the marque are a just tribute to its high performance and quality of construction, but there is also a standard of smoothness and silence, particularly at high speed, which was most surprising and most gratifying.

"The Porsche may be cruised with astonishing ease at anything up to (and even above) 90 m.p.h.

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"The Porsche system of synchromesh is extraordinarily effective providing the fastest and smoothest gear changes we have ever encountered in a manually operated gear box.

"The performance of the Porsche on the road was nothing short of a revelation. "Altogether, this is one of the world's great cars "

RACE AND RALLY REGULATIONS RECEIVED

B.A.R.C. (S.W.),—Inter-club team hill climb, 21 June, Brunton, 2.30 p.m. Restricted tent Entries, £4 6s 3d per team, to P. Pyle, 31, West Street, Fareham, Hampshire, by ent June.

10 June. Dagenham C.C.—Concours d'élégance, 12 July, Central Park, 2 p.m. Entries, fee 5s, five classes, to E. Sach, 12, Webb House, Kershaw Road, Dagenham, Essex. Plymouth M.C.—Plymouth Rally, 26-27 June, National event from Plymouth, Birmingham. Bristol, Southampton and London, 6.01 p.m. Entries, fee £4 4s, teams £3 3s, to Mrs. S. Fredman, 91, Efford Road, Higher Compton, Plymouth, by 8 June.

Club News

B.A.R.C. (S.W.).—The following are the results of the Netley Autocross held on 10

May:

Fastest time at day: Lilflo Special (J. Burry).

Imin 30.1sec: Glass 1: 1. Renault Daur-hine (S. Silverthorne). Imin 40sec: Glass 2: 1. Sunbeam

Rapier (A. Lefevre). Imin 42.8sec: Glass 5: 1.

Austin-Healey (R. Goodey). Imin 37.1sec: Glass 6: 1.

MGA (G. Dear). Imin 31.8sec: Glass 7: 1.

MGA Twin-Cam (G. Dear). Imin 35.6sec: Class 8: 1.

In 1. Cripps Special (W. Cripps). Imin 35.6sec: Class 8: 1.

Severn Valley M.C.—The following are the results of the Welsh Rally held on 10 May:

y:
Sunbeam Rapier (P. Fullwood): 2, Sunbeam
ier (D. Hampson): 3, Singer Gazelle (R
all), Team award: P. Fullwood and D.

Herts County A. and A.C.—Thirty-five members of the Herts County and North London E.C.C. competed in the Nocturnette on 9 May. The results were as follows:

Best performance: Morris Minor (W. Ramsden)
First-class awards: Morris Minor (P. Mulley)
Ford Consul Mark II (P. Hardy), Sinner Gazel
(A. Hirst), Ford Prefect (E. Buxton)
Class awards: Ford Anglia (Mr. P.
Morris Oxford (W. Pesley); Auxin A. Somerael
(P. Timpson); Morris Minor 1,000 (E. Surri)

Bristol M.C. and L.C.C.—The following are the results of the Standard Production Car Trial, counting toward the B.T.R.D.A. award, held on 9 May:

Best performance: MGA (R. Rice), 0 marks lost, Class A: 1, Ford Popular (M. Hinde), 0. Class B: 1, Triumph TRS (G. Best), Class C: 1, Volkswagen (S. Reed), Classe D and F: 1, Ford Zephyr (S. Davey), Class E: 1, Doretti (I Lewis).

Midlands M.E.C.—The following are the

Middlands M.E.C.—The following are the results of the Cambrian Rally:

1. Jaguar 2.4 (G. Smith): 2. Austin A.35 (F. Cross): 3. Volkswagen (Mrs. G. Appleton). Team award: Volkswagen (A. Harison and Mrs.

Burnham-on-Sea M.C.—The following are the results of the Traders' Cup Rally held on 9 May:

on 9 May:

Best perfermance: Austin A.35 (N. Kell and
I. MacLeod). Open and sports cars: Triumph TR2
(P. Prime). Saloon cars: Standard (G. Moss).

Ladies' prize: Renault Dauphine (Mrs. D. Cawsey).

Pre-1351 cars: Hilman (K. West).

First-Cars

Hilman (G. Williams); Riley 1.5 (H. Hawkins).

B.R.S.C.C.—The following are the results the meeting held at Brands Hatch on

10 May:

Saloon cars: up to 1.000 c.c.: 1, Austin A.40 (G. Shepherd), 59.42 m.p.h.; 2, Austin A.55 (J. Taylor);

Austin A.35 (A. Jones). Fastest tap: G. Shepherd, 60.82 m.p.h. over 1.000 c.c.: 1, Ford Prefect (J. Young: 60.92 m.p.h. 2, Borgward (W. Biydenstein), 60.92 m.p.h. 2, Ford (J. Jones), 60.92 m.p.h. 2, Edward (W. Biydenstein), 60.92 m.p.h. 68.58 m.p.h.; 2, Cooper-Norton (J. Pitcheri: 3, Cooper-Norton (J. Jones), Fastest lang: Parker and Pitcher, 70.41 m.p.h. Sports Cars: up to 1.100 c.c.: 1, Lotus M. Miveni, 69.86 m.p.h.; 2, Toleiro (C. Threlfall) 3,

Toieiro (A Hegsbourne) Fastest Iap: C Threlfall, 71.51 m.p.h. 1.01 to 1.200 c.c.; 1. Lotus (P. Addicott), 64.41 m.p.; 2 Lotus (P. Berlo); 5. Lotus (W. Hutton). Fastest Iap: D. Addicott, 57.03 m.p.h. Formule Libre: 1. Hume-Cooper F.2 (C. Bristow), 70.39 m.p.h.; 2. Cooper F.2 (B. White-house); 5. Cooper F.2 (R. de Selincourt): Fastest Iap: C. Bristow, 72.94 m.p.h. Marque Sports Cars Race: 1. dorgan (C. Lawrence), 64.40 m.p.h.; 2. Triumph (R. North); 5. Triumph (A. Gav.); 7. Triumph (A. Gav.); 7. Triumph (A. Gav.); 8. Triumph (A. Gav.); 9. Triumph

London County Association of M.C.s.— Council meeting, 6 July, Bull Hotel, Stan-borough, Welwyn Garden City, 8 p.m. De-tails R. Warren, Jesmond Dene, Sish Lane,

COMING SHORTLY

MAY 30. B.R.S.C.C. race meeting, Ruf-

MAY 30.— B.R.S.C.C. race meeting, Rufforth airfield. 2 p.m.
30.—Indianapolis 500-Mile Race.
30-31.—Mile Miglia.
30-31.—Mile Miglia.
30-31.—Hagley and D.L.C.C. Welsh 12hours rally, Rose Marie Motel, Bridgnorth, 11 p.m.
31.—Dutch G.P.
31.—B.A.R.C. Firle hill-climb, 1.30 p.m.
31.—Southsea M.C., concours d'élégance in
Southsea M.C., concours d'élégance in
Southsea Castle Field, 3 p.m.
31.—S.L.E.C.C., and American D.C., driving
tests, Denham.
31.—Allard O.C., Snetterton sprint.
31.—Famborough D.M.C., Surrey and Hants
Rally Seale Café. Hogs Back, 10 a.m.
31.—Camel Vale M.C., Vovageurs Rally, Park
Garage, Bodmin, 2.30 p.m.
JUNE 3.—Jaguar D.C., Hurlingham Barbecue
and concours d'élégance.
6.—B.A.R.C. members Goodwood, 2 p.m.
6.—S.U.N.B.A.C., hill climb, Ragley Park,
2 p.m.
4.—Lancashire and Cheshire C.C., Oulton

—S.U.N.B.A.C., hill climb, Ragley Park, 2 p.m.
Lancashire and Cheshire C.C., Oulton Park races, 11.45 a.m.
7.—B.A.R.C. (N.W.), North Wales Rally, Lion filling station, near Chirk, 11 p.m.
7.—Sevenoaks and D.M.C., Kent Rally, Epps Garage Green Street Green, Kent, 8.31 p.m.
—Thames Estuary A.C., speed trial, Brands Hatch, 1.30 p.m.
—Nurburgring 1,000 km race.
Land-Rover O.C., Derby Rally, Blackwall Quarry, 9.30 a.m.
—Mid-Surrey A.C., driving tests, Banstead, 2 p.m.

stead, 2 p.m. 11-13.—Geneva Rally. 13.—B.A.R.C. Eastbourne Rally. 13-14.—Fylde Motor Sport Group Dales Rally

Rally.

14.—Sunbeam M.C.C., Veteran and Vintage Rally, 9.30 a.m.

14.—Midland A.C., Shelsley Walsh, 20-21.—Le Mans 24-hours.

23-30.—Alpine Rally.

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ABARTH 750	£			£			£	
	1,4	98 2,12	300C Convertible	2,7	40 3,88	Touring limousine Super Snipe	9	20 1,
A.C.	1,1	88 1,68		2,8	85 4.0		1,1	10 1.
Ace-Bristol	1,4	43 2.04	5 Crown	3,0	45 4.3		1,16	50 1.
Aceca	1,4	43 2.04 46 2.05 00 2.40	CITROEN	24	20 50	Touring limousine		1,
Aceca-Briston ALFA-ROMEO	1,70	2,40	9 2 c.v.		98 56		ain) 26	66
1300 Guilietta	1.2	78 1,81	2 DS19	1,13			24	1
Giulietta TI	1,3	95 1.97	7 DAIMLER			2.4	99	6 1.
Giulietta Spyder Giulietta Veloce	1.4	98 2.12	3 One-O-rour	1,59			1,13	
Sprint Speciale	2.3	48 2,61 68 3,25	9 Majestic 6 DK 400A	2,97			1,01	
2000	1,9	98 2,83	2 DK 400B	3,06	2 4,34		1.24	2 1.
2000 Spyder	2,1	95 3,11	I Hooper Limousine	4,38	33 6.21		1,21	9 1.
ALLARD			D.B.			(automatic) Mark IX	1,33	9 1.8
Palm Beach II Gran Turismo	1,30	00 1,84		1,25	9 1,84	(automatic)	1,44	1 2.0
ALVIS	1,25	2.10	Mark VI	57	5 81	XK 150 hardtop	1.17	5 1,
3-litre	1.99	2.82	7 Mark VI Sports	62	5 88	7 Gold Top engine	1,45	
Convertible	2,19	5 3.11	Special equipment	66	5 94	Special equip. model (automatic)	1,42	2 1.1
AMBASSADOR			D.K.W.	-		Convertible	1,19	5 1.6
Super 4-door Estate car	1,6	30 2.31	0 Fixed-head 5 Four-door	79 83		and top and	1,47	7 2.0
Custom 4-door	1.70	25 2,44	9 Universal estate car	86	9 1,23	JEMSEM	1 70	
Country estate car	1,79	5 2,54	4 1000 fixed-head	87	5 1.24	341 de luxe	1,75	0 2,4
ARMSTRONG SIL			Two-seater Sports	1,47	0 2,08	LANCIA	1,211	2,1
Star Sapphire	1,76	3 2,49	DODGE	2 22	0 3,16		1,120	1.5
Sapphire 346 limous		2,70	Custom Royal	2,23	3,10	Farina coupe	1,530 2,330	2,1
ASTON MARTIN DB Mk. III	2,05	0 2 90		1.80	8 2,56	Aurelia Flaminia	2,330	3,1
(automatic)	2,22	0 3,111	FACEL VEGA	1,00		Flaminia Zagato	2,420	3,4
Special series	2,12	0 3,004	HK 500 hardtop	3.15	0 4,46	LINCOLN	-1011	0,0
Convertible	2,30	0 3,259		2 98	0 4.223	Camelanana t Manala 114	3,724	5,2
(automatic) Special series	2,45	0 3,47	Special equipment Excellence	4,14	0 4,534	LOTUS		1
DB4	2,65		FAIRTHORPE	4,170	-,000	Seven	690	
ASTRA			Aromora	44			1,300	
Utility	30	8 308		503	714	Club 75	1,583	1,5
AUSTIN	27		Electron Mk II	807	1,144	Le Mans 85	1,807	
A.35 2-door 2-door de luxe	37 38			4.200	6,091	MERCEDES-BENZ		
A.35 4-door	39			7,201	0,07,	100	1,195	1,6
4-door de luxe	40		500 Sunroof	370	525		1,259	1,7
Countryman A.40	44		600	432	613	190D (diesel)	1,360	1.9
A.40 de luxe	45	8 651	Bianchini	452	724	190SL	1,930	
A.55 Cambridge	56	5 802	Mulcipla 4/5	532	755	2206	1,430	
A.55 de luxe	58		Multipla 6	540	766	220SE	1.862	2 63
A.95 Westminster A.95 de luxe	689 719		1100	578		300 (automatic)	3,600 3,750	5,10
A. 105	823		1100 de luxe 1200 Full light	798		300SL Roadster		5,31
automatic)	885	1,256	1800	987	1,399	MERCURY (Ameri Monterey	ican) 1,839	2 40
(anden Plas automatic)	982	1,393	2100	1,050	1,489	Monterey	2,126	3,01
Gipsy (petrol)	650	650	FORD (American)	. 204	2 000	Park Lane	2,575	3,64
Gipsy (petrol) Gipsy (diesel)	755		Galaxie Skyliner conv Thunderbird Pillarless	2.195	3.111	Estate car	2,077	2,94
AUSTIN-HEALEY			FORD (Canadian)	-,173		MERCURY (Canad		
prite 00-Six	445 817	632	Fairlane 500	1,757	2 491	Monterey Montclair	1,729	2,45
BENTLEY	017	1,139	Victoria Estate car	1,795	2,544	Park Lane	2,420	3.42
eries S	3,695	5,236	FORD	1,702	2 007	Estate car	1,952	2,76
.W.B.	4,595	5,236	Popular	295	419	MESSERSCHMITT	****	
looper I. J. Mulliner	5.090	7.212	Anglia	380	539	Tg500	435	61
ames Young	5,190	6,730 7,354	Anglia de luxe Prefect	400	568 589	METROPOLITAN Hardtop	498	70
ontinental		1	Prefect de luxe	415		Convertible	516	73
I. J. Mulliner 2-door	5,385	7,630	Escort	434	616	M.G.		
our-door ark Ward	4,995	7,587	Squire	463	657	MGA	663	94
imes Young 2-door	5,725	7,474	Consul de luxe	545 580	773 823	Twin Com	843 724	1,19
our-door	5,355	7,587	Convertible	660	936	Hardtop Magnette-III	714	1,02
ooper	5,310	7,524	Estate car	760	1,078	MORGAN		
ERKELEY .95	442	628	Zephyr (automatic)	610 725	865 1,028	4/4 2-seater	498	70
ardtop	462	657	Convertible	725	1,028	Competition Plus 4 (TR) 2-seater	550 645	780
.105	459	652	Estate car	825	1,170	4-seater	660	915
ardtop B.95	481	674 680	Zodiac (automatic)	675 790	957	Coupé	693	983
ardtop	502	713	Convertible	873	1,238	MORRIS	-	
B.105	496	703	Estate car	895	1,269	Minor 1000 2-door	416	590
ardtop	512	727	FORD (Germany)	700	995	2-door de luxe 4-door	436	619
M.W.	1,638	2 321	12M 17M	702 827	1,173	4-door de luxe .	464	659
1 2.6	1 970	2,321 2,792	FRAZER NASH	941		Tourer	416	590
2 \$ 3.2	2,165	3,068	Sebring	2,300	3,259	Tourer de luxe Traveiler	436	619
7	3,500	4 393	FRISKY			Traveller de luxe	491	697
ORGWARD	3,100	1,073	Coupé and Sport	332	471	Oxford V	575	816
bella	830	1,177	Sprint	450	639	Oxford V de luxe Traveller	595 665	943
ombi estate car	880	1.248	Regent 300	329	467	N.S.U.	903	793
uring sport	950	1.347	Regent 400	342	486	Prinz	426	605
de luxe coupé	1.330	1,411	Mayfair 300	416	590	OLDSMOBILE		500
RISTOL	1,000	.,003	Mayfair 400	429	608	Dynamic 88	1,880	2,664
6	2,995	4 244	Royal T.700	473	671	Super 88	2,010	2,849
JICK			HILLMAN Minx Special	498	707	Convertible 98	1,980	2,806
ricta	2,335	3,309	Minx de luxe	529	751	OPPERMAN	2,320	2,400
ADILLAC			Convertible	598	848	Unicar T	283	402
29 Fleetwood	3,600	5,101	Estate car	598	848	Stirling	360	511
39	3,200	7,334	Husky	465	660	PANHARD		
HEVROLET cayne	1,439	2.040	HUMBER Hawk	840	1.191	Dyna Grand Standing	705	,000
Air	1,479	2,096	(automatic)	955	1,354	PEERLESS	-	415
		2,217	Estate car	200	1,411	G.T. 2-litre	998	

NEW CAR PRICES

U	.K. List	U.K. Tota		List I	U.K. Tota	a' F.K		.K. Tota
PEUGEOT	£	1 £	ROLLS-ROYCE	£	1 £	1		
203	65		Contd.		-	STANDARD (Conto		
403	69			,	1		44	
Estate car	86			E 40	5 7.786	Pennanc	48	
PLYMOUTH		1,44	7-passenger		5 7.857		49	
Belvedere	1.00	0 276			5 7 970		59	
Fury		0 2,764			7,977		69	
	1,96				8.225			1,148
Hardtop	1,77	5 2,827	James Young		8.048		111	1.093
PONTIAC			DOWER	3,000	0,010	SIUDEBAKEK		1
Laurentian		5 2,190	(0	899	1 275	Lark 2-door (6-cyl.)		1,596
Parisienne		6 2.305	70					1.829
Catalina		5 2,359	0.0	985	1,397			1,831
Four-door		7 2,405	100				1,415	2.006
Bonneville		1 2,751	2.0		1,538	SUNBEAM		
Four-door hardtop	1,97	4 2,798	(automatic)	1.280	1,666	Rapier	695	986
PORSCHE			Land-Rover II 88in	650		Convertible	735	
1600D convertible	1.330	0 1.885	Diesel	740		TRIUMPH		110.10
1600 fixed head		1.943		740		Herald	495	702
1600 detachable	1.37	11,213	109in	730		Coupé	515	
hardtob	1 494	4 2 118		820		TR3	699	
600 detachable	.,.,		Estate car	860		Hardtop		1.041
Cabrioles	1.539	2.176		860	1,219		134	1,041
Carrera		3.061	SIMCA ARONDE			TURNER		1
	4,100	3,001	Aronde de laxe	532		A.35 Sports	575	815
PRINCESS			Aronde Chatelaine	650		Climax Sports	750	1.063
IV limousine		3,189	Aronde Super de luxe	565		VAUXHALL		
L.W.B. models	2,150	3,047	Elysée	615	872	Victor	505	717
RAMBLER			Montlhéry	632	896	Victor Super	530	752
American Super	1.110	1.574	Grand Large	699	991	Victor de luxe	565	802
Super estate car		1.710	Monaco	725	1,028	Estate car	605	858
Six Custom		1.928	Plein Ciel hardcop	1,012	1,435	Velox II	655	929
Super estate car		2.034	Oceane convertible	1,065	1,511	Cresta II	715	1.014
Ambassador vee-8	1.588	2.251	SIMCA VEDETTE			VOLKSWAGEN		
Estate car	1,720	2.438	Beaulieu	965		Basic	435	617
RENAULT		1	Chambord	1,100	1,559	De luxe	505	717
750	437	620	SINGER			Convertible	682	968
Dauphine	505		Gazelle IIA	598	848	Karmann-Ghia coupé	822	1.166
Gordini-Dauphine	598		Convertible	665	943	Convertible		1.317
Frégate		1.268	Estate car	665	943	VOLVO		*
Transfluide		1,400	SKODA			1225	940	1,361
Manoir estate car		1.463	440	525	745		200	1,301
Domaine estate car		1,268	Estate car	695	986	WOLSELEY		
	077	1,200	450 convertible	725	1,028	1500	530	752
RILEY			STANDARD	123	1,020	15/60	660	936
One-point-five	575	816		420		Six-ninety III		1.205
4 Sixty Eight	725	1,028	Eight	430	610]	(automatic)	955	1,354
Two-point-six		1,333		_			_	_
(automatic)	1,045	1,482		THE	REE-W	HEELERS		- 1
ROLLS-ROYCE			Bond Tourer	302	3671		225	
Silver Cloud	3,795	5 377	Family	310	376	Messerschmitt KR200	275	333
Limousine	4.595		Frisky Family Three	311	376	Nobel 200	325	395
Hooper	5,185		Heinkel	320		Reliant Regal	359	435
H. J. Mulliner	4.850		Isecta	271	389	Scootacar	237	287
James Young	5,465		Isetta Plus	292	354			
,	3, 103	. 15.49	TOUCEU FIUS	272	337	Tourette Senior	309	371

For clarity the prices on these pages are given correct to the nearest £1.





These new showrooms at the Hounslow West roundabout on the Great West Road, between London and its airport, were opened officially last week for Henlys, Ltd. The ceremony coincided with the 21st anniversary of the opening of the branch

Mr. M. F. Evington has been appointed Manchester district manager of the India Tyre and Rubber Co., Ltd. Mr. D. Earnshaw has been appointed manager in Plymouth.

A new showroom, comfortably holding 15 cars, and with an electric turntable near the main road, has been opened by L. A. Hills (Hendon), Ltd., Finchley Lane, London, N.W.4.



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1954 MERCEDES-BENZ Type 300 cabriolet, radio, leather £1,475
1955 MERCEDES-BENZ Type 180. low mileage, beauciful car
1959 TR.3A, 2.2-litre engine, discs, wire wheels, many extras, 4,000 miles £1,095
1959 ALFA-ROMEO Giulietta 4-dr., 4,500 miles
1958 M.G. A coupe, radio, low mileage, one owner
1956 ACECA-BRISTOL, disc brakes. one of the fastest cars in the country
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JAGUAR XK. ISO.
WOLSELEY 1500 saloon.
WOLSELEY 6/90 saloon.

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1955 JAGUAR Mk. VII. Overdrive	€725
1956 JAGUAR 2.4 special equipment	
saloon	£995
1955 M.G. Magnette	£660
1958 AUSTIN A/105 Vanden Plas,	
11,000 miles	11,195
1957 AUSTIN A/105, radio, htr., o/dr.	€845
1957 AUSTIN A/105, htr., o/drive	€835
1957 AUSTIN A/35, 4-dr. saloon	£490
1950 (Nov.) AUSTIN Sheerline,	
38,000 miles	£425
1949 (Dec.) AUSTIN Sheerline	£395
1955 AUSTIN-HEALEY Le Mans	
Mods	£695
1953 DAIMLER Conquest, one owner	6565
1955 HILLMAN Minx VIII, 19,000 m	£545
1956 FORD Consul Series II	£635
1958 MORRIS Oxford, radio, heater	£795
1956 MORRIS Isis, 22,000 miles	£595
1958 RENAULT 750 saloon	£SSO
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Name	To: 8. N Pleas of Droi	e f	01	w	aı	rd	١,	٧	vi												
	Name			**							 									 	
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Trade and Industry . .

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been George Edlington has appointed export manager of Bernard Wardle (Everflex), Ltd., of Caernarvon. The company manufactures p.v.c.-coated fabrics for car upholstery and hooding.

Mr. Theodore Minter, M.B.E., secretary of Boon and Porter, Ltd., South London Riley distributors, recently completed fifty years' service with the company, broken only by national service in the first Mr. Minter, now a director, world war. joined as a clerk in 1909.

B.P. Progress, edited by J. Maxwell Boyd, which is circulated to B.P. petrol stations in the U.K., has won a First Award for 1958 from the International Council of Industrial Editors. Presentation was to take place last Wednesday in Milwaukee, U.S.A. Initially 849 industrial publications from the U.K., Canada, the U.S.A. and Hawaii were submitted. the U.S.A. and Hawaii were submitted.

A new publication called Fan Belt Data has been produced by the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., of Bushbury, Wolverhampton. The company claims to be the world's largest manufacturer of fan belts, and to be able to fit 90 per cent of vehicles currently in use. The book is available to motor traders on request to the company.

A new branch office will open on 1 June at 13, Hamilton Square, Birkenhead, for the Mercantile Credit Co., Ltd. The resident representative will be Mr. W. A. resident representative will be Mr, W. A. Gamble, and the telephone number Birkenhead 8791. Another new branch was opened on 23 May at 4, King Edward Street, Perth. The manager there is Mr. R. K. F. McInnes, and the telephone number Perth 1013.

With regret the death is recorded of Mr. Leslie Alan Piggott, publicity manager of Simms Motor Units, Ltd. He was 58, and had been with the compar y since 1933.

Mr. B. G. Miller has been appointed vice-president and managing director of the newly created overseas division of the American Simoniz Co. He has been managing director since early last year of Simoniz (England), Ltd.

G.N. Panels, Ltd., 140, Earlham Grove, Forest Gate, London, E.7, have introduced a very comprehensive catalogue of their manifolds, exhaust pipes and silencers. Most cars and commercial vehicles are included. The catalogue, with price list, is available to motor traders on request to the company.

Mr. Hector Strang has been appointed executive chairman of Sears Holdings, Ltd. He was formerly joint managing director of Shaw and Kilburn, Ltd. Mr. A. E. Wyatt has been appointed assistant managing director of Shaw and Kilburn. The companies are members of the S.M.T. Group, of Edinburgh,

Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17515. 1951-52 2]-litre Ferrari.

"R.S."—Hints on maintenance and adjustments, also a workshop manual or handbook.

No. 17516. Handbooks Required.

"P.L.C."—1955 Morris Minor.

"S.H.M."—1937 Lanchester Eleven.

SERVICE WEEKS

Jaguar service weeks will be held commencing on the following dates. 1 June, Drake and Fletcher, Ltd., Maidstone, Kent; Ashton Preston Garages, Ltd., Preston; 8 June, Mann Egerton and Co., Ltd., Norwich; Granville Motors (Burnley), Ltd., Burnley; 15 June, Botwoods,

Ltd., Ipswich; Francis E. Cox (Keighley), Ltd., Keighley; 22 June, Murkett Bros., Ltd., Cambridge; Newton of Huddersfield, Ltd., Huddersfield; 29 June, Coombs and Sons (Guildford), Ltd., Guildford; and Bailey and Law, of Don-



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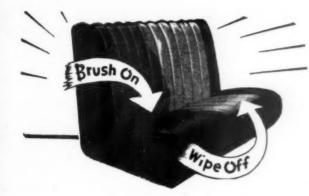




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1958	VAUXHALL Velox saloon	€825
1957	VAUXHALL Wyvern saloon	€595
1956	WOLSELEY 4/44 saloon	€595

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1954 (Nov.) FORD Prefect	€465
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1955 RENAULT "750" excellent condition	6425
1955 (Nov.) SUNBEAM Mk. III overdrive	6725
1955 VAUXHALL Wyvern	2575
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1956 MORRIS 4-door de luxe, exceptional	€525
1956 MORRIS Minor 4-door de luxe	€520
	£545
1956 (Nov.) SUNBEAM Renter, overdrive, etc	£795
	€495
1937 AUSTIN A35, excellent condition	£525
1957 (Oct.) STANDARD 8, low mileage	£545
	670
1957 (Sept.) FORD Anglia de luxe	£505
	2515
1957 (July) MORRIS Winor 4-door de luxe i	6575
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From 10% Deposit—up to 36 months to	pay

From 10", Deposit—up to 36 months to pay OPEN WEEKDAYS 90 "p.m. Tel. TIN 091.5 407-419 HIGH ROAD FINCHLEY, RISTOL, PORTSMOUTH, SWANSEA



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CARS FOR THE CONNOISSEUR Guy Salmon

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1951 BENTLEY 4.2 litre Park Ward foursome drophead coupe extensively overhauled, including reconditioned engine 2,000 miles ago, excellent condition £2,195

1958 JAGUAR 3.4 saloon, synchromesh and overdrive, maroon, disc brakes, 2,500 miles only, special bench seat £1,575

1959 ROVER 105, 1,500 miles only £1,42 1958 AUSTIN Princess Mark IV, maroon/beige leather, automatic gearbox, power steering and power brakes, picnit tables 3,000 miles only. Cost new approximately £3,550. This vehicle is quite indistinguishable from new offered at £2,550.

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1959	CHEVROLET "Impala" Hardtop, R.H.D., automatic, power brakes, as new	£2,29
1957	CHEVROLET Bel-Air 4-door Hardtop, R.H.D.	£1,625
1955	CHEVROLET 4-door sedan, R.H.D	£945
1958	OLDSMOBILE "Super 88" 4-door Hardtop, every conceivable extra	€2,295
1958	AUSTIN A.55 de luxe saloon	£785
1955	DAIMLER Regency saloon, superb condition	£1,195
1958	FORD Anglia saloon	£535
1958	FORD Prefect saloon	€575
1957	FORD Zodiac, automatic	£795
1958	FORD Consul saloon	£735
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1957	HUMBER Hawk, automatic	£1,050
1957	JAGUAR 3.4, automatic, as new	£1,425
1957	JAGUAR 3.4, overdrive	£1,395
1958	MORRIS Minor 2-door saloon	£590
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1958 M.G.A F/H coupe, black, htr., I	
owner	€895
1958 MORRIS Minor 1000, choice of three	€595
1958 AUSTIN A35, blue	£495
1957 (Oct.) JAGUAR 3.4, o/drive, disc brakes	٤١,395
1957 STANDARD 10 Companion, maroon	
and grey, htr., I owner	£540
1957 FORD Prefect de luxe, green, htr.	£525
1957 AUSTIN A35, choice of two	£495
1957 STANDARD Super 10, black, I own.	£525
1957 VAUXHALL Victor, primrose	£595
1956 WOLSELEY 6/90 black	£665
1956 FIAT 600 2-tone blue	£465
1956 VAUXHALL Cresta, blue and grey,	****
heater	£615
1956 FORD Excort, green, beige hide	£495
1956 STANDARD Vanguard Phase III	£635
1956 FORD Anglia de luxe, I owner	£485
1956 BOND Minicar de luxe, cream	£215
1956 (Oct.) FORD Popular, green	£360
1955 JAGUAR Mark VII " M." light blue, o/drive, htr.	€675
1955 WOLSELEY 4/44, black, htr., I own	£565
1955 VAUXHALL Velox, heater, choice	E363
of 2	€525
1955 AUSTIN A50 Cambridge, black	€520
1955 FORD Zephyr, black and white.	
heater	£495
1955 MORRIS Cowley, black, red hide, htr	€495
1955 FORD Anglia, black, heater 1955 TRIUMPH T.R.2, o/drive, wire	£450
wheels, etc	£595
1954 M.G. T.F. maroon and grey, htr	£545
1954 VOLKSWAGEN saloon, coral, grey hide	£495
1954 JOWETT Jupiter, ivory, radio, htr.	£465
1954 WOLSELEY 6/80, grey, radio, htr.	£410

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Tel. Newbury 2000 (3 lines)

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Postal orders and cheques sent in payment for advertisements should be made payable to liffe & Sons Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

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USED CARS FOR SALE & WANTED - SPARES & SERVICE

ABARTH-FIAT
A NTHONY CROOK, sole concessionaires for the U.K.;
'phone or call re the new Flat Abarth.—High St.,
Esher. Tel. 4580 (20 minutes Waterloo),
A.C.

A NTHONY CROOK, A.C. distributors and Bristol engine specialists, offer new A.C. Aceca at new post-budget price; used Aceca, specially tuned, £1,795. used Ace, disc brakes, 7,000 miles, £1,725.—Eher. Tel. 4580; and The Roundabout, Hersham. Walton-on-Thames 687. 20 minutes Waterloo. (C1065

1954 A.C. sports saloon, fitted rare 4-door body, the saloon interior, 28,000 miles only in the hands of a fastidious experience-driver: £625.—102, London Rd., and High St., Kingston-on-Thames Kingston 3348. [C1081] F. FLETCHER & Co., Ltd., offer:—

F. FLETCHER & Co., Ltd., offer:—

1949 2-litre saloon, blue, beige leather upholstery, twin spot lights, reconditioned engine; £365, 1951 2-litre saloon, black with red leather upholstery saloon, lack with red leather upholstery saloon, green with red leather upholstery. Little saloon, green with red leather upholstery, twin spot lights, wing mirrors, radio, heater; £465.

1952 2-litre saloon, green with red leather upholstery, reconditioned engine just fitted, spot lightly saloon of the saloon of the

lights, exceptions to the state of the state

GATEHOUSE offer 1949 A.C. saloon, immaculate; £355: 1951 A.C. Buckland tourer, red; £355. Oatehouse Motors, Ltd., Highgate Village, London, Substitution of the Company of

450 other cars available; write for fully descriptive 450 office cars available, write the state of the priced catalogue.

Camben Mottors. Leighton Buzzard 2041; open until 3 p.m.; open Sundays 10 a.m. to 1 p.m.; untesticted hire purchase, exchanges, the state of the

THREE months' guarantee; terms and exchanges.—
Hampstead Cars, 170-186, Finchley Rd., N.W.3. THREE months' guarantee; terms and exchanges.—
Hampstead Cars. 170-186, Finchley Rd., N.W.3.
Hampstead 9021.

WM 1959 A.C. Aceca Bristol coupe, very latest
type, blue with red interior, disc brakes,
special soundproofing, extra silencer, special lighting,
radio, mileage only 2,000, even at the new reduced rate
offered at 22,200.—Welbeck Motors, Ltd. 109, Crawford St., London, W.I. (Near Baker St. Station.)
Welbeck 11359

ACECA Bristol 1958 coupe, in deep maroon/grey,
fitted radio, heater, discs, etc.; and offered taxed
and guaranteed at £1,895; terms, exchange; demonthe leading AC specialists. Latest series 128mph coupe
in stock for immediate delivery, with overdrive;
literature and road test reports by return.—41, High
St., Worthing 7773-4.

A.C. Cars Wanted

GATEHOUSE MOTORS pay cash for good A.C.
cars.—Highgate Village, London, N.6. Mountview 4444.

SALES & WANTS

Turn to page 85 for Advertisement Form

A.C. sole distributors, London and Middlesex.—
A.C. sole distributors, London and Middlesex.—
S.W.7. Fr. 7711.

FOR good used A.C. saloons and Bucklands specialsed repairs and spares, contact.—Fletcher & Co.,
S. Beckenham Rd., Beckenham, Kent. Ecckerham
7036.

ALFA-ROMFO

1955 (June) Alfa-Romeo 1900 Super. 2 owners, only 25,000 miles. Michelin X. H.M. V. radio, windscreen washers, excellent mechanically and in appearance; £1,220; terms, exchanges.—The Lorrain Eng. Co., Ltd., 29-30. Elvaston Mews, Queens Gate. S.W.7. Knight-spridge 8661-95. [C1086] Alfa-Romeo Guibetta T.1, 4-door sports 51,895.

AYLOR & CRAWLEY, 42s, South Audley (entrance Adams Row), Mayfair, W.1. Gros,

BARTLETT.—Alfa-Romeo 1954 1900 sports sale £575.—27, Pembridge Villas, W.11, Bayswi 1956 (June) Giulietta Sprint, low mileage, immaculate: £1,595.—Elm Motors, Kingston By-Pass, Tolworth. Elmbridge

1957 (late) Alfa-Romeo Giulietta Sprint. miles enly, as new, bargain; £1.575. Alcock, Waliey St., Biddulph, Stoke-on-Trent. Biddulph 3174.

Biddulph 3174. Biddulph, Stoke-on-Trent. Tel. [76] 1957 Alfa-Romeo Sprint Veloce coupe, red. leather extras, 18,000 miles approximately, regularly and carefully maintained; £1,957 (September) Alfa-Romeo Giulletta Spyed. 1957 (September) Alfa-Romeo Giulletta Spyed. 1957 (September) Alfa-Romeo Giulletta Spyed. and immaculate condition; £1,850.—Sole London distributions. S. Morris & 6. 40. Conduit St. V. Regent 1942.

PARTLETT.—Consult us before selling or exchanging your Alta-Romeo.—27, Pembridge Villas, W.11. Bayswater 0825.

MIDSA Alfa-Romeo Spares and Service
"HOMSON & TAYLOR (BROOKLANDS), Ltd.,
spares and service for all Alfa-Romeo cars—Portsuth Rd., Cobham 2848-9.

mouth Md. Cobham 2848-9. [0214/R]

\$225 -1949 Allard K 2-seater roadster, black, rew hood, fog lamps.

\$1953 Allard Monte Carlo saloon, metallic grey, condition; £525 asther, radio and heater, in superb condition; £525 asther, radio and heater, in superb condition; £525 asther, radio and heater, in superb condition.

\$252 ADLARDS MOTORS, Ltd. 5, Keswick Rd. S.W.15.

ADLARDS MOTORS, Ltd. 5, Keswick Rd. S.W.15.

AZ MOTORS offer superb 1950 Allard P. [3816]

AZ MOTORS offer superbore superbore

red hide, heater, column gear change, good hood and tyres, exceptionally clean and in nice mechanical order, 450 other cars available; write for fully descriptive CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase, exchanges.

FRANK DALE, Ltd., offer:

1905 2/3-seater roadster, fully restored original Condition.—54, Bathurst Mews. Paddington. (C1177)

ERIC HAYES, Ltd., offer:-

1952 model Alvis 3-litre, finish d in grey, fitted heater, very carefully maintained, an elegant car; £475.—13, Bishopsbridge Rd., W.2. Amblassador [C2033] GATEHOUSE OFFER:-

1951 Alvis 3-litre saloon, tlack/grey, heater. '52
1948 Alvis coupe, choice of 2; £425.
1948 Alvis TAl4 coupe, red, in excellent condigate Vilage London, N.6. Mountview 4444. [C2021

BROOKLANDS OF BOND STREET.

SOLE London distributors.

SEE and try the new Alvis 3-litre by Park Ward—saloon and drop head coupe.

103. New Bond St., London, W.1. Mayfair 8351. [Cl029

1946 Alvis 25 saloon, one owner: £195.
JACK WILLIAMS MOTORS. Ltd., 169, Priory Rd.,
Hornsey, N.S. Mountview 5228.
CAT MOTORS offer for the connoisseur:—

1953 3-litre special sports Roadster, positively nest post-war specimen in the country, over £200 worth of extras. Grey Lady modifications, engine completely overhauled, most beautiful car. a motorist's dream, cost over £2,000 new; 699gns,—56, Warren St. W.I. Euston 1926; Primrose 3232. [Cl138]

1951 Alvis 3-litre, a specialists car: £420.—Steele
Griffiths, London Airport, Hounslow 4606.
[S587] 1950 model Alvis TA14 saloon, black with brown hide, heater and radio, well maintained;

A PPLY: Hartwells of Oxford, Ltd., 265, Banbury A PPLY: Hartwells of Oxford, Style, extn. 35, [3399] 1938 Alvis Speed 25, d.h.c., resprayed, re-wired, all Tel. 68. extras; £185.—Greenlands Garage, Ossett,

1730 extras: £185.—Greenlands Garage, Ossett.
1938; over engine brilliant; £125.—Greenlands Garage, Ossett.
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1948; over engine brilliant; £125.—Greenlands Garage, Ossett.
1948; over engine brilliant; £125.—Greenlands Garage, Ossett.
1959; over engin

A LVIS TC21, first regd. 6.4.1954, duo-green, tidious owners, chassis No. 25384; a bar £625.—Bolton of Leeds, Ltd., 120, Albion Leeds, l. Tel. 36036; part-exchanges, etc. 1952 heater and demisters, screen washers, etc.; excellent tyres; a ristinguished car that cost new over £2.000; offered with confidence at £475.—B. A. Rolfe & Sons, Ltd., Romsey; Tel. 3187. [C4139

Rolfe & Sons, Ltd., Romsey: Tel. 5187. [C4139]
49 Suns.—Alyis, late 1951. 3-litre saloon, duo-tone
lent condition; written guarantee; choice of Alvis;
cours.—Rowland smith, Hampstead (Hampstead Tube).
Hampstead 6041.

£498.—Alvis 1½, most exceptional, 14,000 onl superb appearance, performance, a 51, better mo '58s; lists 100 guaranteed cars.—Benmotors, 1, Clared don Rd., London, W.11. Park 5066-7 (50 yards Ho land Park Tube). [C10]

ROWLAND SMITH'S, the Alvis buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4016.78]

PRIVATE buyer will pay eash for immaculate low-mileage 1955-6 Grey Lady saloon or drop head.

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.6. Mountview

SERVICE and spares for Alvis cars.

J. JAMES (LONDON), Ltd., 832. Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0094/R MANCHESTER Alvis Distributors.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Man-chester, 19. Rusholme 2874-5.

AMERICAN CARS

BRITAIN'S leading dealers in all makes of American s. 1959 Oldsmobile Super 88 4-door pillarles tan, hydramatic transmission, power brakes g, seats and windows, whitewall tyres, radio

Nesdan, hydramatic transmission, power brakes and windows, whitewail tyres, radio, nestering, seats and windows, whitewail tyres, radio, nestering, seats and windows, whitewail tyres, radio, nestering, automatic transmission, radio, heater, whitewail tyres, £2.65.

New Buick Electra 4-d-97 sedan, automatic transmission, power brakes, siee-ling, seats and windows, radio, heater; £5.379/17/6.

1958 Buick Invicta convertible, Dynaflow transmission, power steering, brakes, hood, seats and windows, radio, heater; £5.379/17/6.

1958 Justine Super 88 4-door pillarless sedan, automatic transmission, power brakes and steering, all-electric equipment.

VARIED selection of used American cars always in stock, write or telephone for list and terms.

Old monobles, Carried Supers 88 2-door Holiday coupe, and the couple of the coupl

GARAGES, Ltd., 2. Lexington St., Picca-dilly Circus, London, W.I. Gerrard 8600. [3614]

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AUTOS.
THE American car specialists of Essex.

SOUTHEND Arterial Rd., East Horndon, Essex, offer

SOUTHEND ARCHER AND THE COMPLETE COMPLETE WITH COMPLETE WITH AUTOMATIC Transmission, radios and heaters, all right-hand drive.

NEW Mercury Monterey convertible, full power equipment, automatic transmission, radio and heater:

Let nrice.

N ment, automatic transmission, radio and neater-list, price.

NEW Mercury Monterey hard top 4-door, power steering and brakes, dual range, automatic trans-mission, radio and heater, and all extras; list price.

1959 Pixmouth Belvedere, r.h.d., press-button gear change, radio, heate. 2-tone blue;

list price.

1958 Pord Thunderbird, automatic transmission, radio and heater, powder blue with white soft top, low mileage, car as new: £5.850.

1958 Plymouth Customline Suburyan, r.h.d., push button automatic transmission, a full 9-seater, radio and heater, 2-tone blue, 9,000 miles only; colors.

seater, radio and heater, 2-tone blue, 9,000 miles only;

22.123
33. disamobile 98 convertible, automatic transmission, power steering and brakes, electric windows, 6-way electric seat, signal seeking radio, heater, power top, attractively finished in sea green; offered at 22.875

75. direct at 22.875

75. prod Country sedan, r.h.d., automatic transmission, full 9-seater, radio and r-ater, very attractive car, colour in green; 21.795, and 19.57

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1937 and heater, finished in an attractive green; cl. 475.
1956 Ford Fairlane, r.h.d., automatic transmission, reversion and white; £1.250.
1956 Inly automatic, black, £1.275.
1956 Oldsmobile Holiday coupe, automatic transmission, radio and heater, full power equipment, green and black; £1.425.
1956 Packard Patrician, automatic transmission, radio and heater, full power equipment, self-seeking radio, packers, full power equipment, self-seeking radio, packers, full power equipment, self-seeking radio, packers, full power equipment, station wagon, radio and heater, with the small 6-cylinder engine, finished in blue with wood grade panels, this car is as new throughout; £1,225.
1955 Chewyolet saidoc, car; £295.
1955 Chewyolet saidoc, car; £295.
1955 power equipment, radio and heater, colour power equipment, radio and power

Ranchwagons, choice of 3 from £585.— Estate Cars, 340, Euston Rd., N.W.1.

AMERICAN CARS

SCOTT CARS.

SEE our advertisement under Buick, Chevrolet, Nash, New American Cars, Oldsmobile, Plymouth, Stude-

SCOTT CARS, 341-347, Finchley Rd., Hampstead London, N.W.3. Hampstead 8676/7779. C4106 GREENFORD AUTOS offer:

1959 Chevrolet Impala, right-hand drive, 4-d-dipliarless saloon, powered windows, brai and steering, finished in ivory and green, radio, heat this vehicle has done 500 miles only and is equipment, and it is transmission, 6-cylinder engineers.

1959 Chevrolet Impala, left-hand drive, in green, V8 engine, automatic transmission, as brand

new; £2.540.1 Pacel, with push-button automatic 1958 Edsal Pacel, with push-button automatic tyres, all power equipment, low mileage, as new;

tyres, all power equipment. Jow mileage, as new; 22,195

8 Chrysler Crown Imperial 2-door hard top. 1958 this car is fitted with the following: power brakes, power steering, electric windows and seats, automatic radio aerial, self-locking doors, self-seeking radio, tinted glass, press-button gear change, automatic air conditioning which alone cive a constraint of the control of

eats, radio and heater as new, cost £5,000;

SOC.

Buick Century 4-door rillarless saloon, powered brakes and steering, automatic on, dual tone blue and ivory, radio and 1,565.

powered brakes and steering, automatic transmission dual tone blus and ivory, radio and heater; 21c. The property of the prope

brakes; £1,625.

1955 Pontiac Star Chief convertible, powered steer transmission, whitewall tyres, radio and heater, fin ished in colonial white with lack hood, a specimen

1955 Ford Country sedan right-hand drive, manua gear shift, "adio, heater, triple tone colous scheme, 9-seater, ideal tour ng vehicle, ohv V8 engine

scheme. 9-seater, ideal touring vehicle, oht v8 engine; £1.265.

1954 Packard Clipper 4-door saloon, right hand drive, automatic transmission, whitewall tyres, radio and heater, finished in a really deep black with grey interior, this car is as new; £950.

1954 Oldsmobile Super 88 4-door saloon, finished in 1954 Packard Clore saloon, automatic transmission, finished in dual-tone blue and beige, whitewall tyres, radio, heater; £895.

1953 De Soto 2-door fixed head coupe, finished in dual-tone blue and beige, whitewall tyres, radio, heater; £895.

1955 De Soto 2-door fixed head coupe, finished in black to being with thrown interior, radio and heater, 1955 De Soto 2-door fixed head coupe, finished in perfect of the fixed package of the f

1949 Ford Custom 4-door saloon, finished in blue.

Fraser 4-door saloon, radio and heater, over-drive, in good order, needs respraying; £295, 1948 Mercury, r.hd., finished in grey with red Interior; £285, and insurance; open until 8 p.m. GREENFORD AUTOS, Mansell Rd., Greenford. Tel. Waxlow 2617,5028.

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R.H.D. Ford Country Sedan, auto. trans.: £2,460.

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R.H.D. 1956 Ford Fairlane, automatic transmission.

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BECCHY Monderey 2-door saloon. £2,557 hales. steering, windows and seats, radio and heater, electric ps. £3,000; Park Lane 4-door hard top. £5,551; Commuter station wagon. £2,867.

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1.000 miles only.

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1956 Buick Special, r. & h., all extras, immaculate car.

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R. H.D. 1956 Ford Fairlane, automatic transmission.

R. H.A. b., white sidewall tyres of the condition of

1954 Ford 9 passenger country sedan, r. & h., all

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1955 Bulck Super 4-door automatic, power brakes and steering, r. & h., all extras.
1951 Chrysler Imperial, automatic, power brakes and steering, electric seats and windows, H.D. 1956 Ford Fairlane, automatic transmission. r. & h., white sidewall tyres.
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ENGLISH. American and Continental cars taken part exchange; terms. insurance and tax facilities and tax facilities. High Rd., Wembley, Middx. Wem. 3891 4422. 9 a.m.-7.30 p.m. (C40 SILVERTHORNE MOTORS, Ltd.

1955 Oldsmobile E8 pillarless 4-door moderate mileage, me owner, specimen 6995.—11, Fitzroy Sq., W.1. Euston 7811. (C4011 OE THOMPSON (MOTORS), Ltd.

NEW r.h.d. Ford Fairlane 9-seater, Fordomatic. OFFER a selection of American station wagons

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1957 Ford County sedan, radio, heater. 1958 Pord Fairlane Victoria, automatic, radio.
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JOE THOMPSON MOTORS, Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Tel. Kensington 4858. [C4028] EDDIE HUBER MOTORS offer:-

1955 Chevrolet Bel-Air auto, all extras, low mile-1954 Buick 4-door specia sedan automatic. all 1954 Buick 9-door specia sedan automatic. all 1954 Eth. Fontiac Chieftain sedan. low mileage.

1954 extras, 2-tone paint, and a sedan, low impression of the part of the part

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NEW unregistered Ford Fairlane, r.h.d., automatic. Inimediate delivery. 1955 Chevrolet Ranch Wagon, as new.—Acom C4113 DETER BANTOCK CAR SALES offer:—

1948 Chevrolet Fleetmaster, one owner, genu ditioned 12.000 since, a remarkable, well kept car 25.000 colly, engine completely reconstructed that the control of the contro

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NEW sh baker P styling. wants st Doberoft BARGA 1951 Bu saloon.

THE se right V8 engir steering. delivery Midland Head, B

Mayfair country cars. PLYMOUTH Belvedere station wa3on, overdrive, radio, heater, one owner, excellent condition; £725,—47, Montrose Place, S.W.1 Belgravia 5854. [C3008]

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1957 Buick Roadmaster Riviera, red and white, every extra, low mileage.
1955 reg. Studebaker Champion, maroon: £245.

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1948 Ford Super de luxe: £220.—Oxford 78361. 1953 Studebaker Champion, blue, grey upholstery, radio, heater, immaculate condition through-

1953 radio, heater, immaculate consists, anosto1953 Chevrolet, r.h.d., 2-tone green, green upnew tyres; £425,
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car has new engine and hood, in Colonial white, Ocelot
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INCOLN STREET MCTORS (B'HAM), Ltd., the Midlands leading motor agent, sole agrats for the Midlands area for the American and Canadian Pairlanes r. h.d., choice of colours, full range of 1858 Pord Fairlane, iight-hand drive, choice of colours, immediate delivery; list price.

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1958 equipped automatic transmission, power brakes, seas, etc., senuine 5,000 for transmission, power brakes, seas, etc., senuine 5,000 for transmission, power brakes, seas, etc., senuine 5,000 for transmission, power from this price at £2,495.

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1955 Lincoln Caurl, fully automatic, power steering, power brakes without season from the superior of the form of the season for the sea

Chrysler New Yorker, late property of well-throughout 253 hervocal 1950 characteristics of the condition 1950 characteristics 2549.

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10 till 2. LN STREET MOTORS (B'HAM), Ltd , Lincoln Balsall Heath. Tel. Calthorpe 3751-2-3. [C3153

NEW Zodac convertible or Zephyr wanted, near new s.h considered, owner with 1956 (1.11.55) Stude-laker President V8, r/h drive salcon, 4-door Farina styling, fitted overdrive, radio, w walls, 28,000 miles, wants straight exchange, near offers considered,—109. Doberoft Rd., Sheffield 7, or Fel. 75159 9-9.30 a.m.

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THE sensational '59 Chevrolet Impala 4-door hard top THE tright-hand drive models are available with 6 and Vi engines, automatic transmission, power brakes and steering, choice of colours, row available for immediate delivery terms and part exchanges our speciality.—Sole Midland Distributors, D. & F. Motors, 6 & 8, Holloway Mead, Birmingham. Tel. Midland 0098.

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PASS & JOYCE, Ltd., England's largest distributors, offer every-changing selection of good used Sapohires.

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LL cars have been carefully works serviced by specialist mechanics and carry our 4 months; usurantee; demonstrations anywhere at any time.

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Armstrong Sapphire, automatic, loose covers, green with green interior; £895.

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1955 series Armstrong Sapphire automatic, radio, throughout; choice of 2 from 6625.
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fitted: E525.

1952 mesh rear box, just been re-prayed, a very nice car: E575.

SCOTT CARS. 341-347. Finchley Rd., Hampstead. London, NW.3 Hampstead 8676.7779 [C4016]

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1951 Armstrong Siddeley Lancaster saloon, black 1951 fitted radio and heater, good condition; £325. 102 London Rd., and High St., Kingston-on-Thames, Kingston, 3548 DARK MOTORS (KINGSTON), Ltd. offer-

1956 (Sept.) Armstrong Siddeley Sapphire synchroowner, low measee, supering conditions 485 - 47. 186.
London Rd., Kingston-on-Thomes Kingston 1631.

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ASCOT SERVICE STATION, High St., Ascot, Berks, Ascot 1649.

1954 Armstrong Siddeley Sapphire, B.r.g., synchromesh, heater: £565.—Woodlands, Toleman St., Southend 66100.

1955 Armstrong Sapphire syncromesh saloon, 13561

1955 Armstrong Sapphire, syncromesh saloon, 13561

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1956 Armstrong Siddeley Sapphire, 2-tone grey, fully automatic: £554—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3785, 1957 Armstrong Siddeley Sapphire 346 sabon, one local owner from next conditions green, only superb condition £55.
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Tel. 28502.

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-Phillips Motors, 77, Chalk Farm Rd., N.W.1. Prim-

rose 6666.

AZ MOTORS offer 1955 2-tone Sapphire automatic.

AZ radio, heater, exceptional offer, £675! also 1951
Lancaster 4-door saloon, remarkable value. £325!—
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1955 Armstrong Siddeley Sapphire pressle £650 o.n.o.-C. F. Lerego & Son, Castle Garage, on-Wye. Tel. 2447.

on-Wye. Tel. 2447. [3075]
1954 series Armstrong Siddeley Sapphire. l.h.d.,
Telefunken radio, property of one careful owner since
new. low mileage, attractive proposition at 25e, key.
A SCOT SERVICE STATION, High St., Ascot. Berks,
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GUY SALMON AUTOMOBILES

FOR the superb new Star Sapphire; may we demon-strate this to you.

OFFER the following used campus.

1957 Armstrong Siddeley automatic saloon, grey/
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Armstrong Siddeley sales, and service.—Portamouth Rd., Thames Ditton Embertrook 555, [Colon]

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peck 1135.

1956 Armstrong Sapphire due tone saloon driven, works maintained, one of the best Sapphires we have offered; £650.—Lyttleton Garage, Ltd., Spe.

3500 3550.

225ms.—Armstrong Siddeley, 1948, Hurricane dropped bead coupe, black brown leather, synchromesh, heater, excellent condition choice of 2; terms, exchanges; last, open 9-7 week-days and Saturdays.—Rowland Smith. Hampstead (Hampstead Tube) Hampstead 6041.

A LPE & SAUNDERS, Ltd., require 18hp or Sapphire 34 limousines in above average condition.

A&S Ltd., Providence Court, North Audley Street (Mear Selfridges), Mayfair 2941, [W1006] R OWLAND SMITH'S, the Armstrong Siddeley buyers, highest cast prices.—Hampstead High St., N.W 5 [W4018/R

Ham (O41 Magness case between the price offered for good Armstrong Siddeley.—H. F. Edwards, 154.

Jeast Titchheld St. London, W.1 Langham (O12, W8005 and Golden) and the price of the pric

WE wish to buy Armstrone Siddeley synchronech or immediate 546 saloons and will pay top pure manaculate cars registered 1955 onwards, our buyer will call by appointment anywhere in the country; trade or private offers welcome.—Hamtine Motors, Ldd., the Armstrone Siddeley distributors, Park Garage, Wellingborough Rd., Northampton. Tel. 22995.

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A RMSTRONG SIDDELEY specialists; every kind of overhaul or repair, 48-hour exchange engine, garabox supply, fitting or reconditioning own units etc., all models, ranges pre-post-war, work guaranteed; trade, retail.—Arot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3

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FULL repair and overhaul service for Armstrong cars,
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Child's Place, Earls Court Rd., S.W.5. Fre. 6181,
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£1395!! Ex-works 195 2.9 Aston Martin DB2-4
for head coupe, in superb condition, one
private cwner, finished in Br.g. with beige interior,
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drums, Radiomobile, twin speakers, Le Mars head
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LABERIOGE Mort Mark III.

1956 Mark II fixed head coupe, low mileage, due tone, perfect example of a very rare model;

£1,995.

Mark II saloon, low mileage, radio, heater, adjustable seats, Michelin X tyres, spotlights, magnificent condition throughout, £1,895.—Kingston By-Pass, Tolworth, Elmbridge 2254. CHIPSTEAD MOTORS ofter:-

1955 drop head coupe, one owner, radio chrome low mileave, immaculate throughout: £1,685.

DB3S hard top coupe, fully road equipped, outstandingly special body built 1996, costing over £1,800, mished in red with black interior, twell petroit tanks, Borant wheels and numerous other

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HAROLD RADFORD & Co., Ltd. 1958 Aston Martin Mk. III convertible, 5.900 miles, tadio, grey; £2.750.—Kensington 6642.

BROOKLANDS OF BOND STREET. CONCESSIONAIRES for London, S. & E. England.

NEW Mark III saloon and drop head coupe for delivery.

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bridge 7771.

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Welwyn 481-2-3, offer:

955 miles only, beige interior, as new. guaranteed
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L. P. WARL Ltd., 215. Selsdon Park Rd., Addington,
Surrey. Tel. Addiscombe 6941.
1957 £1,945.—Mainsfield Autos. Ltd., High Rd.,
Broxbourne, Herts. Tel. Hoddesdon 4567. [C3001]
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blue, excellent cond.; £1,075.—M. Kellett, 101.
Shetcliffe Lane, Bradford, 4. Dudley Hill 356, (1944)
DB2-4 Aston Martin, excellent condiction, red.
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bridge. Cheshire.

1956 leather hood and tonneau cover, 22,000 miles only, special head, twin exhausts, chrome wire wheels: £1,950—R. S. Mead (Sales). Ltd., 42, Queen St. Maidenhead. Tel. Maidenhead 3431-2.

MARK II 1957 5-litre FB2-4 duo tone sports saloon, the late property of a non-competitive careful awner; regularly serviced and leathered down every day; now thoroughly serviced and inspected; offered taxed and guaranteed at £1,995; terms, exchange.—Sudds, Aston Main Agency, 41, High St., Worthing 1775-4, Used Astons wanted.

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GOOD Aston Martin required immediately.—G.
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BARLETT.—Consult us before selling or exchanging vour Aston Martin.—27, Pembridge Villas, W.11.

3ayswater 0525. [W1018]

Excellent cash price offered for good Aston Martin.—H. F. Edwards, 154, Great Fitchheid St., London, W.1. Langham 0012. [W2003

E T. LUNDEGAARD, Ltd., Aston Martin Lagonda distributors, require good used Astons.—106/8-10, Southgate, Gloucester. Tel. 21001/22850. [0244/R]

Soutingate, Gloucester: Fet. 2001/22030. (024): 4

145gns.—Auxinstin 8, November 1947, 4-door saloon.

Seliding head, leather, good tyres; choice of 2; terms, exchanges: list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).

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1954 Austin A30 2-door saloon, one owner now yeight of the property of the pro

S.W.7. Knightsbridge 6861-2-3. [C1086]
WARWICK WRIGHT, Ltd., offer:—

1956 (Dec.) Austin A30 2-door saloon, black, radio and heater, 10,000 miles; £475.
WARWICK WRIGHT, Ltd., Lord's Court, St., John's Warwick WRIGHT, Ltd., Lord's Court, St., John's Wood Rd., London, N.W.S. Cunningham 6050.

1956 A30 2-door, a purse saver: £435.—Long-0492.
1956 Motors, London, S.E.S. Rodney 2056. [1595]
1956 A30 2-door saloon, heater, black, immaculate; £439.—Bridge Motors, Leatherhead 2564.

1955 A30 2-door saloon, heater: £415.—Rawlings S.W.S. Rudor Garages, Ltd., \$28-931, Fullham Rd., 2007. [C10136]
AZ owner, new engine just fitted; gift, £425:—Palmerston Rd., N.W.S. Maid 4728. [C1011]
1954 Austin A30 2-door saloon, black red, taxed, Carage, Pubersham Motor Co., Ltd., Downing St., Farnham Surrey. Tel., 4873-4, [C2110]
1956 Austin A30 4-door, new engine recently fitted; St., Farnham, Surrey. Tel., 4873-4, [C2110]
1956 (Oct., 1955) Austin A30, 100 miles, 2-door, 1955 (Oct., 1955) Nustin A30, 100 miles, 2-door, 1956 (Mattin A30 oct., 2007. [C101]
1957 (March) Austin A35 d/l saloon, black, heater, 1956 (Mattin A30 oct., 2007. [C313]
1968 (Mattin A30 Cara Wanted)
1968 (Mattin A30 Cara Wanted)
1968 (Mattin A30 buyers; highest cash

ROWLAND SMITH'S, the A30 buyers; highest cash prices.—Hampstead High St., N.W.5.

BEST cash or exchange price.—Premier Motors, 295, Lewisham High St., S.E.15. Lee Green 1051. [W3093 Estate Cars. Ltd., the Utility Specialists. ur require A30 Countryman.—441. Upper Ricl Road West, East Sheen, S.W.14. Prospect 766

H. A. SAUNDERS, Ltd.

H. A. SAUNDERS, Ltd.

1957 Austin A35 2-door saloon, black, red uphol1957 Austin A35 2-door de luxe saloon, spruce
1958 Austin A35 2-door de luxe saloon, spruce
14,189, heater; £525,

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1957 Austin A35 2-door saloon, fitted heater, well kept order and guaranteed throughout

FERRARIS OF CRICKLEWOOD. Ltd., 200-220
FERRARIS OF CRICKLEWOOD. Ltd., 200-220
Cricklewood Broadway, London, N.W.2. Gladstone
2234. Open week-days 8 a.m. to 7 p.m. (C2008
1958 (May) Austin A35 saloon, heater, 8,000
1958 (May) Austin A35 saloon, heater, 8,000
Rd., Winchester, Tel. 5555, Mr. Paull. (C4087
HARDY & SON, Ltd., offer Austin A35, grey, fitted heater, good condition; £485.—Goring-bySea 43344. Sea 43344. 1958 Austin A35 saloon, leather, one owner. miles genuine: £500.—L. F. Dove (CV). 96-98, Lower Addiscombe Rd. Croydon. Add.

1957 (May) Austin A55 4-door saloon, blue, heater, excellent condition; £485.—Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus (Clara)

1001. Terminus 1001. 1001. Attack 25 door saloon, green, heater, one regularly serviced; £475; terms, exchanges.—Surrougher 24 Richmond Rd., Kingston-on-Thames, Kingston-on-Thames, Car Co. 44 Richmond Rd., Kingston-on-Thames, Car Co. 44 Richmond Rd., Kingston-on-Thames, Kingston-on-Thames, Car Co. 475 heater, undersealed, one owner, excellent condition; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018 Austin A35, Care Manned

ROWLAND SMITH'S, the Austin A35 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham.

BLUE STAR GARAGES offer:

terms, exchanges; list; open 9-r weet valve and days. -Rowland Smith, Hampstead (Hampstead Tube), [C4018]
1951 14.00 bevon, green, heater, recon, engine, able, 116.00 feet, p. and part exchange available. - Matsin A30 Countryman, recellulosed, recent stead Rd. S. W.16. Streatham 863; [C4059]
A40 Somerset sal. 1953 series, beige, supshine roof, orderinal throughout, 2395.—Row Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700/8894.

£345.—A40 Devon, heater, recent respray, blue, garage maintained, in really beautiful condition, private.—Folkestone 3937 (before 6.30 p.m.), [560]

NO deposit h.p. terms available on a wide range of vehicles.—Shepton Mallet Transport, Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel. Monarch 7885, (C415)

Wilson St., Finsbury St., London, E.C.2. Tel. Monarch 1685.

1952 Austin Somerset saloon, heater, one owner, guaranteed, £285; also 1950 A40 saloon, suaranteed, £285.—Oldfield, 586, Kensington High St. W. A40 £445; part exchanges cars or motor cycles, h.p. terms.—Slocombes, Ltd., 585-52, Dudden Hill Lane, N.W. 10 Willesden 4869 and 3954.

1959 A40 saloon de luxe, how 1625; a more condition, with the condition of the condition o

\$4.35 -- Austin A40 convertible, 1955-4, really steholic 2 performance and appearance, host exchoic 2 performance and appearance, host exchoic 2 performance and appearance are permotors (Clarendon Rd. London, W.11. Park 5066-7 (5), Austin A

Holland I ark Tube).

Austin A40 Cars Wanted

Austin A40 Cars Wanted

ROWLAND SMITH'S, the A40 buyers; highest cash

prices.—Hampstead High St., R.W.5.

(W4018.R

BEST cash or exchange price.—Premier Motors, 295,
Lewisham High St., S.E.13. Lee Green 1051,
(W3038.R)

(W3038.R) WANTED, 1953-1954 A40 Somerset convertible, condition.—The Forge Garage (Petersham), 192, Petersham Rd., Petersham, Surrey, Ric.

CAR MART, Ltd. AUSTIN A50 OFFER with 6 months' guarantee.

£635.—A50 Cambridge de luxe, 18,000 miles, reg. CAR MART. Ltd., 320. Euston Rd., N.W.1. Euston Ltd. H. A. SAUNDERS, Ltd.

1955 Austin A50 de luxe saloon, black, red uphol-Stery, recorded mileage 26,922, heater; £560, H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, 112, Hillside 5272 (8 lines). [C4092] D. J. SHEF, PLZ.

1956 Austin A50 Cambridge de luxe saloon, fitted heater and sliding roof, one owner, excellent condition; £560.—D. J. Shepherd & Co. (Enfield), Ltd., 436 Hertford Rd., Enfield Howard 1631. [C4009] 1955 Austin A50 saloon, registered 3/11 54; £495.

MONTROE MOTORS (N. H. BOSWELL), 91-95. Epping New Rd., Buckhurst Hill, Essex. 2-uck-hurst 1171-2.

hurst 1171-2. [C5088]
\$590!!!—Practically 1957 Austin A50 de luxe saloon, 22,000 miles, brand new condition throughout the property of the pro

EVERTACE WATKINS. Ltd., 12, Berkeley St., W.I. CMAyfair 5551); 399, London Rd., Croydon (Thornton Heath 4225); or 12, Chelsea Manor St., S.W.J. (Flaxman Bill); 425-445, St. Albans Rd., Watford 31877).

Matter Committee Committ

proke 1155. Tull B., Bromer E625. 1957 Austin A50 saloon, grey, radio, heater: £625. 1957 Austin A50 saloon, grey, radio, heater: £625. Carlot, Carlot, Bromley Rd., Catford, S.E.6. Tel. Hither Green 3451. [C1194] Catford, S.E.6. Tel. Hither Green 5451.

ROWLAND SMITH'S, the A50 Univers. Highest cash prices.—Hampstead High St., N.W.5. Ham, 6041.

[W4018 R

BEST cash or exchange price.—Premier Motors, 295.
Lewisham High St., S.E.13. Lee Green 1051

. F. DOVE (CV). Ltd.

1958 A55 saloon, light blue with blue interior.

L. F. Dove (CV), Ltd., 96-98, Lower Addiscombe Rd., Croydon, Add. 5131.

H. A. SAUNDERS, Ltd.

1957 Austin A55 de luxe saloon, duo blue, blue upholstery, recorded mileage 9,890; £750.
1957 Austin A55 saloon, black, red upholstery,
recorded mileage 11,231, heater; £715,
1958 Austin A55 de luxe saloon, speedwell blue,
property of the property of t

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092] J. DAVY, Ltd., Austin agents.

1957 (Sept.) A55 de luxe 14,000 miles, one owner, an unusually fine example, comprehensive guarantee; £735, 180 –184, Kensington High St., W.8. Western 7181, 68, North Row, Marble Arch, W.1. Hyde 2315, (2108)

T. DAVY, Ltd., Austin agents.

1958 A55 de luxe, duo colour, with sun roof and loor change, excellent condition; £765.
180-184 Kensington High St., W.8. Western 7181.
68, North Row. Marble Arch. W.1. Hyde 2515.
(C1069) 1

WARWICK WRIGHT, Ltd., offer:-

1957 Austin A55 saloon. 2-tone grey, heater; £695. WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. [C4137] WEYBRIDGE AUTOMOBILES offer:

10.57 Austin A55 de luxe saloon, dual blue/blue interior, fitted radio, heater, etc., one owner. 16.000 miles, immaculate throughout; 2745. Ext. 20. Weybridge, Surrey. Weybridge 2235. Ext. 20. [C0024]

1958 Austin A55, green, heater, 7,000 miles only: W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd N.11. Enterprise 4404. [C3128 PETER BANTOCK CAR SALES offer:-

1958 (April) Austin A55 de luxe saloon, du mileage 11,930; £750.—104, High Rd., Chiswick 5870. NORMAN ROUNDHILL, ASHTEAD, offers:-

1958 A55 de luxe, black, floor gearshift, certified tead 54 & 3440.

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Rd., 20. C4024

only:

Bowes C3128

USED CARS FOR SALE AND WANTED - SPARES AND SERVICE

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:-

1957 (Sept.) Austin A55 Cambridge saloon, with Shepherd & Co. (Eutleid). Ltd., 436, Hertford Rd. Einfeld. Howard 1631
1957 Austin A55 de luxe saloon, heater, radio, loose covers, duo-blue, 21,461 miles, £710.
1958 Austin A55 saloon, heater, tweed grey, 12,205
CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2.
Pad. 340, ex. 29-37.

1957 4 Justin A55, immaculate condition; choice of [C3090]
1957 3 from £625,—Hounslow 5532. [C2094]
1958 Austin A55 de luxe kingfisher blue, loose Covers, heater; £745, Erigate Rd., Epsom Tel, Burgh Heath 2856, [3509]

Burgh Heath 2856.

1957 A55. a family's best friend; £695.—Longbridge
Motors, London, S.E.S. Rodney 2206. [3590
HEARSES? We are building deck/bearer bodies on
the A55 10-ton chassis; inspection invited.
A.P.E. & SAUNDERS (COACHBUILDERS), Ltd.,
Station Approach, Kew Gardens, Richmond, 1161.
[C1102]

1957 A55, one owner, as new; £695.—Steele Griffiths, London Airport, Hounslow 4606. 1957 Austin A55, blue with matching hide interior flawless appearance, nominal mileage; £72
450 other cars available; write for fully description

450 priced catalogue.

Camden Motrors. Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; annestricted hire purchase, exchanges. [C1035]

1957 (December) Austin A55 Cambridge de luxe marked throughout; £675.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220

Cticklewood Broadway, London, N.W.2. (Gadstone 2234, Open week-days 8 a.m. to 7 p.m. (C2008)

1957 Austin A55, one owner, immaculate condition; ford, Middlesex. Tel. 2960/2678. 1957 A55 de luxe saloon, magnificent, guarantee; Fro. 1319. (C4078

1958 A55 Cambridge de luxe, blue, low mileage:
1958 £770.—John Campbell Motors, Ltd., 415.
Holloway Rd., N.T. North 4441/6665. [Clo36
1958 A55. Court grey, heater, excellent condition:
Rd., N.W.3. Ham. 2252.

Rd., N.W.5. Ham. 2252.

1958 (Feb.) Austin A55 Cambridge de luxe saloon.
kingniisher blue, 14,000 miles, one owner;
£745.— Dobsons, Ltd., Austin Agents, Staines 801.
[C1074

6000 miles only: 1958 (June) Austin A55, blue, with heater, unrepeatable at £750.—Hendon Way Motors, 595-5. Hendon Way, N.W.4. Hendon (C5065)

8011.

A55 1958 de luxe model saloon, with heater, Speedcolumn gear change, B.M.C. guarantee; 2755.—West
London Motors, 205, Pulham Palace Rd., W.6.
Fulham
O666.

1958 Austin A55 manumatic de luxe saloon, finished to the saloon saloon to the saloon saloon to the saloon saloon

Tel. Guildford 69251. [3552]

1957 Austin A55 saloon de luxe, in duo-tone spruce upholstery and caupets, fitted heater; this is an immaculate one-owner specimen, supplied by us; engine just decarbonised and fitted new rings; speedo 39,424; E725.—Per. 4404. [C1043]

Austin A55 Cars Wanted

ROWLAND SMITH'S, the Austin A55 buyers; highest cash prices.—Hampstead High St., N.W.5, Ham. 6041.

CAR MART, Ltd.

OFFER with 6 months' guarantee.

£495.—Austin 16hp hire limousine, reg. 1950.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 101039 HEARSES, brochures available we are building decks and bearers on the 16hp chassis; inspection

A LPE & SAUNDERS (COACHBUILDERS), Ltd.
Station Approach, Kew Gardens, Richmond 1161

1948 Austin 16 de luxe saloon, a good sound family Lane, N.W.6. Hampstead 6490. [Cl020]
1949 Austin 16 saloon, blue with brown interior, ardio and heater, 35,000 miles only; 2295.—Station Garage, Bush Hill Park, Laburnum 2082.

AUSTIN A70

RAYMOND WAY offers:-

1954 Austin A70 Hereford de luxe in mist green with brown interior, mileage only 26,000, one company director owner since new, htr., taxed year; 300 first class cars to choose from.—Raymond Way Motors, Kilburn, N.W.6. Maida Vale 6044.

WARWICK WRIGHT, Ltd., offer:-1955 Austin A70 saloon, blue, heater; £445.

1955 Austin A70 Satorn, John St. Edgware Rd., N.W.2. Gladstone 0041. [C4137]
1953 Austin A70. one owner, immaculate: £395. —Harris-Mayes & Co., Watford 24026. [3331]

£399:!!—1955 Austin A70 de luxe salcon, superbly maintained, undoubledly the finest on offer, learly new tyres, inside unworn.

LMMS OF WOOD GREEN (established 1697), 100 cars; written guarantee; exchanges; easies terms.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

1953 A70 Herefo'd saloon, blue, blue leather, sun roof, heater, one owner; £395,—Newbery Car, Ltd., Muswell Hi'l N.10. Tudor 3394. Ltd., Muswell Hi'l N.10. Tudor 5554.

1953 (June) Hereford, black, one owner, 51,000, taxed; £420.—Ings Garages, Ltd., Maiden-(C2119)

AZ MOTORS offer 1953 Hampshire saloon, fitted loose covers, heater, spotless condition; £325—Palmerston Rd., N.W.6. Mai. 4723. 1953 A70 saloon excellent condition, heater, sun watford, Herts, [346]

1950-1 Austin A70 de luxe saloon, recent recon-ditioned engine and front suspension, new tyres; special offer £265.—Brax Motors, 186-184, West End Lane N.W.6. Hampstead 6490.

NO deposit h.p. terms available on a wide range of vehicles.—Shepton Mallet Transport. Ltd., 58. Wilson St., Finsbury Sq., London E.C.2. Tel. Monarch [C4157]

7685. Ens.—Austin A70 1953 Hereford saloon, leather, radio, heater, excellent condition, written guarantee; terms exchanges; list; open 9-7 week-days; and Saturdays.—Rowland Smith, Hampstead (Hampstead Tuole). Hampstead 6041. [Collaboration of the condition of the collaboration of

CAR MART. Ltd.

OFFER with 6 months' guarantee

£575.—A90 Westminster de luxe, reg. 1956.

CAR MART. Ltd.. 320, Euston Rd.. N.W.1. Euston Rd. 1212.

H. A. SAUNDERS, Ltd.

H A. SAUNDERS. Ltd.

1956 Austin A90 de luxe saloon. black, red upholtric clock: £615.

\$40,000 tric, \$100,000 tric, \$100,00

1956 Austin A90 saloon, black with heater: £575.—
Carris Motors, Ltd., 104-6, Bromley Rd., Catford, S.E.6. Tel. Hither Green 3451.

1951 A90 Atlantic hard top saloon, black, heater, available,—Mitcham 7308, 2976, 1956 (October) A90 Westminster de luxe, pale

1956 (October) A90 Westminster de luxe, pale green, green upholstery, overdrive, heater seen Bognor Regis; £615.—Tel. Middleton-on-Sea 2777 £535.—1955 Austin A90 saloon, black, radio, heater, one owner, immaculate condition throughout.—Autosnips, 5, Balham High Rd., Balham 1509.

£330.—1951 hard top, black, reconditioned engine, new gear box, brakes and tyres, 1959 bills £90; private sale; H.P. possible.—Salt, Knightsbridge 4394.

4494. [3772]
1956 radio, heater, Alexander twin carb. conversion. overdrive, over 22mpg—Auto Services (Horley). Ltd., Massetts Rd., Horley, Surrey. Tel. 76 [3565]
1951 hide interior, heater, washers, Michelin X. (almost brand new), same family ownership since new. as the conversion of the conversion

45U price cars available; write for fully descriptive CaMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.: open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase, exchanges.

CAR MART, Ltd.

OFFER with 6 months' guarantee.

\$825.—A95 Westminster, heater, 15,000 miles, reg. CAR MART. Ltd., 320, Euston Rd., N.W.1. Euston [C1039]

R . HARDY & SON offer:-

1958 Austin A95 de luxe, tweed grey, green uphol-by us; £850.—52-55. Marylebone High St., W.1. Hunter 0942.

1957 A95 de luxe, big and roomy; £775.—Long bridge Motors, London, S.E.5. Rodney 2206

1958 Austin A95 Westminster de luxe, 8,000 miles, [3599]
Chelsea grey; £875.—Circus Garage (Brighton), Ltd. Tel. Brighton 27045, 29545. [Cl147]
1958 (May) Austin A95 de luxe, tweed grey, red flash, recorded mileage 8,830, indistinguishable from new; £875.—Layhams of Caterham, Caterham 2384.

AUSTIN A95 Cars Wanted

AUSTIN A95 Countryman required, cash payment.—
Greenways, 81. Alresford Rd., Winchester, 1940e7
GEORGE NEWMAN & Co. require for cash lowmileage Austin A95 cars—569, Euston Rd., London,
N.W.1. Eus. 4466 (12 lines).

CAR MART, Ltd. AUSTIN A105

OFFER with 6 months' guarantee.

£750.—A105 saloon de luxe, radio, reg. 1956/7.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston (C1039)

HAROLD RADFORD & Co., Ltd.

1957 (July) A105 saloon, radio. heater overdrive; 6945.—Kensington 6642.

WARWICK WRIGHT, Ltd., offer:—

1957 Austin Al05 automatic saloon, 2-tone grey, 17.000 miles: £945.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050, 1957 Al05, one owner, overdrive: £885.—Long-ridge Modors, London, S.E.5, Rodney 2206. [3588 Austin Al05, automatic, radio, one owner, overdrive: £1.098.

1958 Austin Al05, automatic, radio, one owner, 1958 Austin Al05, automatic, 1958 Austin Al05, aut

Museum 1001. [C3032]
1957 Austin Alo5 saloon, beige and green, overdrive, heater, radio, fog and spot lamps,
12,000 miles, guaranteed: £885,
F. ENGLISH, Ltd., Poole Rd., Bournemouth
20731.
[8526]

1957 (May) Austin A105 automatic, light blue-washer, clock, spot and fog lights, Undersea, Michelin X tyres; £910.—1-2. The Crescent, Surbiton. Elm-pridge 0081.

oridge 0081. [3669]
1958 Al05, just one year old, under 10,000 miles, oblue, cost new on road £1.250; will accept £985, or part exchange 1958 small car—Barons Cross Garage, Leominster. Tel. Leominster 2070.

Leominster. Tel. Leominster 2707. [1602]
1956 Austin AloS overdrive saloon, red and cream, washers, spot lights, Town and Country tyres, one owner, faultiessly maintained, serviced by same Austin distributors who supplied the car when new 21,000 very careful miles, looks considerably less; 2745. [450] other cars available; write for fully descriptive CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase, exchanges.

Austin Ales Care Wanted

GEORGE NEWMAN & Co. require for cash low-missage Austin A105 cars.—369, Euston Rd., London, N.W.I. Eus. 4466 (12 lines). [W5025

CAR MART. Ltd.

OFFER with 6 months' guarantee.

£1150—A135 Princess saloon Mark III. radio,
CAR MART. Ltd., 520, Euston Rd., N.W.1. Euston (C1039)

CTARNES MOTORS offer:-

1951 Austin Sheerline, black with beige interior, radio, very clean car; £335,—105. Cricklewood Brondway, N.W.2. Gladstone 0298. WARWICK WRIGHT, Ltd., offer:

1952 Austin Sheerline saloon, bronze, radio and heater; £450.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2.
Gladstone 2041.

948 (October) Austin Princess saloon, black; £315.

1948 (October) Austin Princess saloon, black; £515.

Jacquier, Ltd., 229, Hammersmith Rd., London, (E2043)

A&S Ltd. A125 and A135 LWB seven-passenger and the London and the London and the London and the London and Londo

1956 (Sept.) Austin Princess Mark III, one owner, chauffeur kept, low mileage, immaculate Car: £1,165.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036]

AZ MOTORS offer 1951 Sheerline really beautifully N.W.6 Mai, 4725.

1957 Al35 Princess, very latest model, ascending the mere special process, and a second mere special process, and a second mere special process of the second

£2,495. L INCOLN STREET MOTOR 3 (B'HAM), Ltd., Lincoln St., Balsall Heath. Tel. Calthorpe 3751-2-3. [C3153]

INCOLN STREET MOTORS (B'HAM), Ltd., Lincoln Ist., Balsall Heath. Tel. Califorps 5751-2-3.

SHEERLINE limousine July 1951, black with division, forward occasionals, built-in radio and heater. Interest of the state of the state

AUSTIN HIRE CAR

Ltd., 16hp Hirecare and 13-seater Omnicoaches, See under Limousines.

A LPE & SAUNDERS, Ltd. (Limousines Purchased), Providere Court, North Audley Street. (Near Selfridges), Mayfair 2941

CAMDEN MOTORS for Austin Hire cars, one selected car from our stock of 7 models now ready for inspection.

inspection.

Series, late 1950 delivery, Hire car 4-door 1955 innousine with very good bodywork, reconditioned engine within the last 7,000 miles built-in heater, white sidewall trims, tailored loose covers over spotless hide upholstery front and rear, link protective mats and washers, 6 months' guarantee; 2495.

CAMDEN MOTORS, the limcusine specialists, Leight open Sundays 10 a.m. to 1 p.m. Unrestricted hise purchase. Exchanges.

A LPE & SAUNDERS, Ltd., require 14hp Hirecars in A-FE & SAUNDERS, Ltd., require 14hp Hirecars in Rood condition.

A&S Ltd., Providence Court, North Audley, Street High Price paid for good condition privately owned thirecar limousines.—Jack Alpe. 50. Marylebone High St., W.1. Welbeck 1124. Cars Wanted Wilos ROWLAND SMITH'S, the Austin buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. (641. Welbeck 1124. Cars Wanted Wilos ROWLAND SMITH'S, the Austin buyers; highest Cash prices.—Hampstead High St., N.W.5. Ham. (641. Welbeck 2255. Constitutions, urgently require late type Austin.—Tel. Weybridge 2255. (0541/R

NORMAND. Ltd. Spares and Service

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

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STOCKS for all models, cars and trucks.

S. C. SMITH (MOTORS), Ltd., for Austin spares and service,—13-19, East Dulwich Rd., S.E.22. New 10374/R THE CAR MART, Ltd.

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C. G. NORMAN (VICTORIA), Ltd., authorized Austin C. NORMAN (VICTORIAY), Eds., authorized number of mail, spare parts stockists, service spare parts and respectively. The service spare parts and respectively. The service spare parts and respectively. The service spare parts and featory authorized parts and commercial evolicies.—J. Gibbs, Ltd., Main Paris Stockists, Longbridge House, Bedfont, Feltham 644 (a lines). AUSTIN-HEALEY

1958 Austin-Healey 100-6, 2/4-seater, 12,000 miles, include: 6-port cylinder head, maker's optional extras include: 70 miles, page 10 miles, TACK FAIRMAN offers:

1959 (April) Austin-Healey Sprite, finished in red new, taxed, extras, etc.; offered at £625.—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.I. Sloane 3286/4017.

1955 34,000 miles, taxed to end of year; £650.
APLY: Hartwells of Oxford, Ltd., 263, Banbury AR, Oxford, Tel. Oxford 59281, extn. 35, [3307]
USTIN-HEALEY 100 Six 1959, heater, overdrive, wire wheels, radio and hard top, 800 miles only, as new; £1355.

wire wheels, radio and hard top, 800 miles only, as new; 21 325.

Well wire wheels, radio and hard top, 800 miles only, as new; 21 325.

Bell S.W.I. Vic. 2211.

1956 Austin-Healey BRZ, one owner, hard top, 800 miles; 2700 o.n.o.—Pike, Holmer Green 2187 (Bucks).

SESSS, terms, exchanges.—Rudds, 41, High St., worthing 777-778. Worthing 777-34. Hillhead Automobile Co. Ltd 13606
SCOTLAND: The Milhead Automobile Co. Ltd 13606
Glosson St. Hillhead Automobile Co. Ltd 13606
Glosson St. Hillhead Classon, W.Z. Tel West
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48348. 100/4 BNI Le Mans Kit 2-seater, overdrive, a terms, exchanges.—Rudds, 41, High St., Worth

terms, and the state of the sta

AUSTIN-HEALEY
1955 model BM1, 34,000 lvory, unmarked, excelondition; £575.—South Kensington
Motors, Ltd., Reece Mews, 8.W.7. Ken. 1004. [3135

1957 Austin-Healey, 2-tone blue and white, radio heater, overdrive, wire wheels, spot lamps E950.—Dawnier Motors, Ltd., Ewell By-Pass, Ewell Surrey, Ewell 2382. Surrey.

Surrey. Ewell 2882.

1958 model 100 6 2/4-seater. 6-port head, hard top, wire wheels, heater, overdrive, luggage grid, spot lamps, taxed, immaculate; £985.—South Kensington Motors, Ltd., Reece Mews, S.W.7. Ken. 1004.

SPRITE, October 1958, low mileage, rev. counter heater, tonneau cover, screen washers, like new carries warranty: £595; terms, exchanges.—Red Rics Automobiles, 58, Battersea Bridge Rd., S.W.11, Bat-tersea 6171.

1954 Austin-Healey 100, white/black, over wing mirrors, tonneau cover, never rallied, entimaintained: £595.—Ring Prospect 6803, after 7 Prospect 2998.

1956 (Dec.) Healey 100/6, occasional 4-seater, colour black and ivory, one owner, radio, heater, overdrive, extremely well kept condition; £950.

Heath & Wiltshire, Ltd., South St., Farnham (Surrey) £254.

Austin-Healey Cars Wanted

ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. (194018/R

A USTIN-HEALEYS urgently wanted.—Alan Baker, Potters Bar 4232, or Hatfield 3861 (exenings). BARTLETT.—Consult us before selling or exchanging your Austin-Healey.—27, Pembridge Villas, W.11. [W1013

Bayswater 0523.

LOW-MILEAGE Austin-Healey 100/6 and Austin-Healey Sprites wanted.—Hillhead Automobile Co., Ltd., 11, Gibson St., Glasgow. Tel. West 6666/6576. [0511/R]

BENTLEY (31-, 41-litre and New 41-litre)

LEC 1954 (November) Bentley R type standard saloon, faultless throughout—Below:—
1937 Bentley 4½-litre James Young coupe, full short an impressive car.—The Lorraine Eng. Co. Led an impressive car.—The Lorraine Eng. Co. Led College 6881-2-3. BOORERS.

1957 Bentley Continental saloon by H. J. Mulliner, 24,000 miles, synchromesh, as new.—Boorers Garage, Worthing 5467. [2031]

OFFER the following:

BENTLEY series S, registered 24th April, 1959; 750 miles only; shell grey with grey hide; £5,200.

W. WATSON & Co. (Liverpool), Ltd., Bold St., Liverpool, 1. Tel. Royal 7080. MANN EGERTON.

1958 Bentley S saloon, finished in sand and sable with beige leather upholstery; 8,000 miles; power assisted steering; immaculate condn.; £4.975.—14, Berkeley St., W.I. Hyde Park 2073. [C2006] H. C. PAUL, Ltd.

1957 Bentley S-type saloon, grey/green top, grey interior, 8,000 miles, power-assisted steering:

1957 Bentley S-type saloon, midnight blue, 29,000 miles; £4,150.
1954 Bentley Continental II. J. Mulliner saloon.
42,000 miles; £3,950.
1952 Bentley R-type saloon, big boot, black, very sexceptional condition: £1,875.
32. Bruton Place, Herkeley Square, W.1. Maytair [C3040]

PB. Ltd., offer:-1952 41/2-litre standard steel saloon.

1950 44'-litre standard steel saloon, in extremely good condition.

PADDON BROS. 60, Creval Place, South Kensington, S.W.7. Kensington 9477.

T. DAVY, Ltd., offer:--J. DAYY, Ltd., once.—

1954 (June) Bentley R type automatic saloon, duo
grey with grey trim, 48,000 miles, immaculate condition; 22,625,
180 -184, Kensington High St., W.8. Western 7181,
68, North Row, Marble Arch, W.1. Hyde 2315,
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TACK SMITH offers:-31000 miles only, 1955 Bentley R type automatic, whole car in outstanding condition: £2,950.

1954 Bentley R type automatic saloon, black/grey, out 22,554,000 miles, exceptional condition through-

out: £2.550. 1950 Bentley Mark VI, duo green/brown hide, ex-cellent condition, maker's history: £1.075.— 23, Bruton Place, Berkeley Sq., London, W.i. Mayfair [73082]

FRANK DALE, Ltd., offer:-

1947 Mk. VI James Young. 2-door sports saloon, survivols fitted all extras and in 1956 condition, offered at realistic price. 1937 4½ Park Ward -4oor sports saloon, specified and season of the finest Bentleys ever offered. 54, Bathurst Mews, Paddington, W.2. Padd 5667.

1947 Bentley 414 S.S. saloon, immaculate condi-tion throughout: £325.—Hummingbird Garage, St. Albans 52050/53830.

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EXCLUSIVELY for Rolls-Royce and Bentley.

ARGEST official retailers in the world; please write JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.). | C1082 R

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1948 SS saloon, two-tone green, modified high-newers part of this fablous car has been renewed for one fasticious owner: £1,250, 1932. overdrive, Park Ward two-tone grey; £695.

1936 41; Park Ward saloon, grey with blue leather, comprehensive history; £425.
129-131, Park Rd., N.W.8 Tel. Paddington 4295.

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1950 Bentley Mk. VI standard steel, full flow engine recently fitted; £1.075.—33, Sloane St., S.W.1. Tel. Belgravia 3721.

G. S. HALL, Ltd., offer:-

SERIES standard steel, 1956 (November), grey, 25,000 miles, one owner; £3,995.—302-306, King St., W.6. Riverside 2881.

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THE official Rolls-Royce and Bentley retailers and Burton-on-Trent.
and Burton-on-Trent.
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19685, Leicester, Leicester,

WESSEX MOTORS, Salisbury. OFFICIALLY appointed Rolls-Royce and Bentley retailers.

1954 Bentley Continental with Mulliner sports also body, 54,000 miles, finished blue with beige upholsery; an extremely attractive car in excelent condition, price, £5,000.

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£395 -1937 414 sports saloon by Park Ward, choice £450 -1934 314 Mulliner Sedanca d.h. coupe.

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1953 R-type Bentley 4-door sports saloon and heater, taxed, unmarked; just as new unused care 2960.

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Bentley Mk. VI 4-door saloon by James Young as new; £1,295, and sable, radio and heater, almost as new; £1,295, and sable, radio and heater, almost as new; £1,295, and heater, beautiful condition; £1,125, and heater, chaine reconditioned, excellent excellent.

£425.

Steveral others Mk. VI Bentley cars that have been staken in part exchange, overhauled, with body modifications from £895.

JAMES TAYLOR AUTOMOBILES, Bentley House, Findon Rd., Worthing, Sussex.

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OFFICIAL retailers Rolls-Royce and Bentley cars.
Comprehensive range of used Rolls-Royce and
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1958 S-type Bentley, finished in grey with blue interior and equipped with power steering, 8 to 1 compression, exceptional condition, only 4,496 miles: £5,150.-372, King's Rd., S.W.1. Tel. Flaxman 7345.

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1950 (Feb.) Bentley 41;-litre Mk. VI saloon, dark condition; £1,100.

1930 green over grey/green beige hide, in beautiful condition: £1,100.
1957 (Feb.) Bentley S-type saloon, shell grey over like new: £4,700.
WEYBRIDGE AUTOMOBILES, Ltd., 30. Queens Rd., Weybridge, Surrey. Weybridge 2233, extin

1948 Bentley 4-door sports sun saloon, beautiful condition. £895; recommended.

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C4094 utiful Pin-C4027 BENTLEY (3½-, 4½-litre and New 4½-litre)

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BENTLEY (3½, 4½-litre and New 4½-litre) 1937 41;-litre Thrupp & Maberly semi-razor edged sports saloon, grey and black, overhauled.
1935 3;-litre Fark Ward sports saloon, grey with read semi-razor edged sports and semi-razor edged sports. The semi-razor edged sports along the semi-ra RUSSELL MOTORS, Ltd., offer:-1953 (June) R-type TN series SS saloon de lux colour maroon.—47, Sloane St., S.W. R. S. MEAD (SALES), Ltd., offer:-R S. MEAD (SALES), Ltd., offer:—

1955 Bentley R-type, velvet green and shell grey, one owner, mileage 47,000; £2,750.

1955 Bentley R-type saloon, automatic, black pentley R-type saloon, automatic, black pentley R-type saloon, automatic, black pentley R-type saloon, automatic, one owner, 42,000 miles offer, excitent car; £2,750.

1955 leather, auto-gear, 4.8 engine, 40,000 miles only, good tyres, a really magnificent car; £4,450.

1954 (Aug.) Bentley Continental automatic, 4.8 engine, electric windows, special heating, nearly new tyres, engine now being decarbonised, a superb car; £2,550 are Bentley standard steel saloon, condition throughout, new tyres, taxed, chauflerur maintained, mileage 39,000 miles; £1,650.

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10 MORMANS OF WESTMINSTER, offer:— NORMANS OF WESTMINSTER, offer:-DENTLEY R type sal. 1953, grey with maroon hide, radio, excellent order: £1.895.
ENTLEY R type sal. 1955. Radford conversion and special seating, immac. con. dark green with maroon hide; £2.150.

DENTLEY Mark VI sal. 1948. Twintone, black and grey with beige hide; £975.

Vic. 2211.

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B. J. HUTCH Colladstone 6302. Cricklewood Broadway.

[C2040]
1934 31:-litre Park Ward saloon in black, good condition; £200, A. Hazel Grove, Cheshire.

CX. & Exping, Hill 4455. (C182) Cyc. buston Rd., Hazel Grove, Cheshire, Stepping Hill 4455.

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1957 Bentley S saloon, with power assisted steer20,000 miles only, supplied by us; 24,550, and 1957 Bentley S series fitted every be velvet green vith green upholstery, one owner; this car is in exceptional condition throughout and is offered at the most reasonable price of £3,950.

1954 Bentley R automatic gear box saloon, black made silver with red interior, genuine 48,000 miles, supperb condition throughout; £2,750.

CHOWROOMS: 18, Berkeley St., London, W.1. MayCERVICE And Storas Berendels. SHOWROOMS: 18, Berkeiey St., London, W.I. Shay-fair 6266.
SERVICE and Stores: Barnsdale Yard, off Elgin Ave., IC2010.
1947 (Oct.) Bertley Mi. VI, fitted full flow, good history, \$628. U series Park Ward, pillarless saloon, good history; \$445.
ACQUIER, Ltd. 229, Hammersmith Rd., London, W.6. Tel, Riverside 6677-8.
1953 Benley R type saloon, duo grey, immaculate condition throughout; £1,975.
Reading, AUTOMOBILES 15, Caversham Rd., Reading, Tel, 53021. Reading. Tel. 55021.

1948 Mark VI Bentley, black: £665.—John Gray
20, Hermitage Lane, N.W.2. Speedwell 1242
[C2026] 1951 (November) Bentley James Young sports 1956 (September) Bentley S Series, black, tan up-dean car; £5.995.—Cornfield Garage, Eastbourne, Tel. 1244, 6656. 2244.6556. [250c]
TO be sure of a good used Bentley car call and select from our large stock of overhauled cars from £395 to £3.995; confident.al terms and exchanges.

JAMES TAYLOR AUTOMOBILES, Bentley House, Findon Rd. Worthing, Sussex. Findon S022. [C0027] H. R. OWEN, Ltd., official Bentley retailers, offer from their large selection of used Bentley and 1958 S series saloon, p.a.s, 8:1 coupe, sage and smoke green with beige hide, 14,852 miles; 1957 S series Continental saloon by H. J. Mulliner, 20,847 miles; £6,500. 1955 S series saloon by Freetone and Webb, 2-tone maroon with beige hide, 11,759 miles; \$2.950. R type saloon, black and brown with brown hide, 41,950 miles; £2.950. Miles, £2.950. Mil Appearance: 2573 bit quare cases.

Rughy, 999 -1951 Bentley Standard Steel saloon, blueling x tyres; whole car in excellent condition throughout and is a genuine bargain at this amazingly low Baure.—Haverstock Garage. Haverstock Hill, N.W.3. Gulliver 2662. 1950 2-door sports saloon by James Young, swiveling seat specially designed for valid's easy entrance, midnight blue with blue £1,800. 17. Berkeley St., London, W.1. Mayfair 9060. 445 gns.—Bentley 1937 4½-litre 4-door sport heater. Ace discs. carefully used, excellent condition written guarantee; choice of 2: terms, exchanges; list-open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 604; 17. Berkeley St., London, w.r., measure. [C4133]
1936 3½-litre Bentley, radio, heater, in faultless condition; £425.—Herbert & Mills, Church Rd., Ashford, Middlesex. Tel. 2960 and 2678. [C2035]
1934 Bentley 3½-sedanc coupe, excellent condition; new battery, tadiator, heater; £375.—Cleave, Maldon Rd., Hatfield Peverle, Essex 256. [3460]
1953 Bentley R-type saloon, krey, red upholstery, excellent condition; most reasonable price. [1.925.—Tel., office Covent Garden 0458. [1.937]
1937 Bentley 4½-Park Ward saloon, in [1.937]
1937 Bentley 4½-Park Ward saloon, in [1.937]
1937 Bentley 4½-Park Ward saloon, in [1.937]
1938 Bentley 4½-Park Ward saloon, in [1.937]
1939 Bentley 4½-Park Ward Saloon, Richmond (C3105) 1948 Bentley, new full flow engine fitted. C4018
Preestone & Webb, in magnificent condition, we highly recommend this cer as being an excellent purchase for the man who wishes for an entirely individual design. F1.195.—Evans & O'Malley, Lowndes Sq., S.W.1
Sloane 1853.

BENTLEY (3½, 4½-litre and New 4½-litre) 1950 Bentley Standard Steel saloon, black, ex-cellent condition; £865.—Circus Garage (Brighton), Ltd., Tel. Brighton 27045/29545. [C1147 1950 Mk. VI standard steel saloon, grey, 16,000-mile, factory-fitted, full-flow engine, 80,000 mile total; £1,095 - Eton Garages, Windsor 2782, EDWARDS & Co. (BOURNEMOUTH), Ltd., B mouth (Tel. 1272) officially appointed B retailers and repairers; reliable used cars in stoo retailers and repairers, remains

CONTINENTAL Bentley, 26,000 miles, (reg. Oct. 1957), H. J. Mul.lner body, a magnificent motor car; £5,250.—Tel. Elham (Kent) 245 after 7 p.m. [C1108] 1950 Bentley Mark VI, black saloon, radio, he excellent condition; £1,050.—Mayday Mo Ltd., Mayday Rd., Croydon, Thornton Heath 3473 1930 excellent condition: £1,050—Mayday Motors, Ltd., Mayday Rd., Croydon. Thoraton Heath 3473-45.

1938-9 Rells-Bentley Park Ward saloon, radio and out: £445.—Braster: outstanding condition that the saloon is the saloon out: £445.—Braster: outstanding condition, radio and out: £445.—Braster: outstanding condition, radio and colour. Outstanding condition and colour. Outstanding condition depends on the saloon overhauled: £1,085.—Elmbridge Motors, Kingston Byrass, Tales, Candition, colour black, pigskin upholstery; £895.—E. J. Combes, The Manor, Bishop's Cannings, Devices. Tel. Cannings 49.

119-116. Bentley Series Saloon, in immaculate reduction of the saloon of the 1936 Bentley 414 saloon, excellent condition throughout, absolute bargain at £275.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley, Leics. Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinck-ley 2558.

1952 Bentley SS saloon, big bore, small boot 15518

1952 Cellent appearance and order, colour black-written guas.; £1,475.—Clayton's Cars (London), Ltd., 17. Bruton Place, London, W.1. Hyde 9184, [Clo50, 2]

1954 (Nov.) Bentley R type saloon, black and shell property of the state of the saloon of the saloon of the saloon black and shell box, condition as new; £2,750.—Rippon Bros., Ltd. Bluddersnied, Bradford, Leeds the saloon black and shell browner, 20,000 miles, in absolutely immaculate and as new condition throughout, cost £8,000; £4,750. MUNN & CHAPMAN, Ltd., Amersham Common. MUNN & CHAPMAN, Ltd., Amersham Common beautiful throughout, fitted extrast terms and exchanges.—Eddie Huber, 352, Eastern Ave., Ilford, Valentine 4674.

£1145 (11-1950 Bentley Mark VI salcon de luxe, for past versionally used by our managing director superb condition, used daily, undoubtedly the finest offered condition, used daily, undoubtedly the finest offered. superb condition, used daily, undoubtedly the nnear offered.

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DENTLEY dy-break and the results and service to this well-kept car; colour maroon, chrome and paint excellent, tyres as new, full took it and special travelling trunks all as supplied when car was new; we shall be glad to give any further details on request, any trial and examination, only genuine enquiries p.case; £525.—Barons Cross Garage, Leominister, Herefordshire. Tel. Leominster 2707. [1735] ster, Heretordshire Tel. Leominster 2707. [1735]

X X Quite exceptional 1950 (Aprill) Bentier edged sports salon bedy with commodious rearboot by Freestone and Webb; most luxuriously equipped; radio, heater, twin fog lamps, twin disappearing roller visors, screen washers, electric rear blind, arm resta, disappearing tables, disappearing ashtraws, grab rails, etc.; finished in immaculate black cellulose with formium waist moulding and dark fawn hide upholster; an outstandingly attractive car which must wards, 154, Great Titchfield St., London, W.I., Langham 6012. BENTLEY (PRE-1831)

BENTLEY 5-litre tourer, 1925, new radiator, hood, sidescreens, engine and transmission overhauled by experts, new exhaust system, good tyres, excellent, £250.—Allwood, 3b Chepstow Rd., Croydon. [3568 1928 41-litre Bentley, fitted modern, 4-door var-nished ash framed estate body, demonstra-tions; part exchange; terms; £295.—Southern Autos, Ltd., Rose Lane, Canterbury. Tel, 5544. 13602 Bentley Cars Wanted BENTLEY cars, all types required. ALEX COWLEY (AUTOMOBILES), Ltd., Euston | W1196 CASS'S MOTOR MART require good Bentleys.-5. Warren St., W.1. Euston 4110, 3523. [W1040 BENTLEY Mark VI required privately, London, max. £850, sound condition essential,—Box 3862, [3714] WANTED, 1955/6 Bentley S type for cash, no dealers.—Ger 5326 or Box 3719. [3114 DUNCAN HAMILTON & Co. urgently require post-war Bentleys.—35, High St., Byfleet 3101, [W1091 H. R. OWEN Ltd., Legently require low mileage Bentleys.—17 Berkels Jt., W.I. Mayfair 9060. [W4133] HF EDWARDS want and buy Bentley. 28-34. Upper High St., Epsom. Tel. Epsom 5611. [W2001 ROWLAND SMITH'S, the Bentley buyers: highest cash prices,—Hampstead High St., N.W.3, Ham. [W4018 R JACK COMPTON, Ltd., require to purchase pre-war Bentley cars.—80, High St., West Norwood, London, S.E. 27. Gipsy Mill 3265. [W1191 WE will buy your Rolls-Royce or Bentley car for cash.—Loxhams, specially appointed retailers, Preston, Lancs. Tel. Preston 4242 or 4245. [0836] GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). [W3023 WANTED, pre-1931 Bentleys. 3-litre and 44--litre, open models only, for cash.—Automo Ltd., 229, west End Lane, Hampstead, N.W.O. Hampstead 3450.

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MPHW will service your Berkeley.—London
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1958 TS coupe de luxe, immaculate, low mileage extras, choice of 5; from £1.4/5.

1957 TS75 de luxe, 19.000 miles, exceptional contyres; £1.0/15.

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1958 TS75, immaculate black coachwork with white trim, many extras and all new tyres;

PART excanges welcomed and confidential credit terms arranged. METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., London, S.W.5. Fre. 3241-2. [C3064

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tyres: used Borgward cars often available: sent for list. ACK & WHITE CARAGES.—Tel. 351 and 251 harvington. Evesham. Part exchanges; hire purchase; insurances; open all weekends. [0202 1956 Borgward isabella Combi estate car, metallic WEST STREET MOTORS (CROYDON). Ltd. 6-7. Dingwall Rd Crovdon Tel. Crovdon 951. 104 harving the combine state car, one owner. Taylor microw for combine state car, one owner. [245, 245, 245]. Taylor microw for combine state car, one owner, carbon microw for combine state car, one owner, carbon for combine state car, one owner, carbon for combine state car, one owner, carbon for car

1958 Borgward Isabella TS saloon, colour gree with red interior, 12,000 miles, one owner

WOKING MOTORS (MAYBURY HILL). Ltd... (C4057

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1956 Borgward 1500 Hansa, finished in black, or and the standard or and throughout: £725.

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1958 TS. Maderia grey and cream; £1.075.—
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RODNEY HOWARD & Co., Ltd., sole London dis-tributors for Borgward, offer all new models from stock, including:—

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17-30 radio. etc., one öwner, outstanding condition throughout; £975.

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WELLINGTON GARAGE 3145-316, Rulslip Rd. East, 1958; h.g. terms to 4 years.

WELLINGTON GARAGE 3145-316, Rulslip Rd. East, 1958; h.g. terms to 4 years.

Created and Motors, 1959; h.g. terms as new; £1.185—Chipstead Motors, 142, Holland Park Ave., London, W.II. Park 3445.

W.II. Park 3445.

1957 Muly Isabella TS75 de luxe one owner, low immaculate Mileage, twin spotlights Michelin X tyres. Kingston By-Poss Tolworth. Embridge 2254. (C4081 1957 Bergward Tolworth. Embridge 2254. (C4081 1957 Sept and fog lamps; polarized windscreen, special horns. 20,000 miles, one owner from new, immaculate specimen (registered 1956; £1.050.—Francis Motors. 395. Humberstone Rd., Leicester. Tel. 66304. (C2131

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400 2-door, black, recent 401 engine fitted, complete history available, outstanding car: £625 129-131. Park Rd., N.W.8. Tel. Paddington 4295.

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1958 Fiat Multipla, white and blue, low mileage; HIGH St., Wandsworth, S.W.18, Vandyke 7222 (10 Intell) [C4104]

1958 Fiat 1900 B, 3,000 miles, as new; £950. JACK WILLIAMS MOTORS, Ltd. 169, Priory Rd. Hornsey, N.S. Mountview 5228. [C411]
1955 (Nov.) Flat 500 Belvedere station wagon, Praker, 30 mph; £385.
PREMIER MOTORS, Ltd., 4, Central Parade, Bromley Rd., Catiord, S.E.6, Tel. Hit. 3998. [C5083]
1956-7 Flat 600, heater, in superb condition throughout; £450.
PREMIER MOTORS, 396, Well Hall Rd. Eltham. (C5085/1

1955 Fiat 1100 saloon, heater, in superb condition; £485; PREMIER MOTORS, 295, Lewisham High St., S.E.13, [C3083/2] CVR -C. V. Rushmer Automobiles, official agents, immediate delivery new and guaranteed cover new 600 convertible, immediate delivery.

CVR.-1959 600 saloon, 4,000 miles, as new. CHOICE of 3 600 saloons, from £395.

CVR.—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C306]

345 gns.—Piat 600 October 1955 saloon, duo tone, heater, very good condition, written guarantee; terms, exchanges —Rowland Smith, below.

245 gns.—Fiat 500C late 1950 convertible, ohv ensured to the condition; terms, exchanges, P. Rowland Smith, below.

195. Broadway, Bexleyheath 7487 [3464]
195. 1400 saloon in excellent condition, new tyres, brakes relined, heater and washer, L.H.D.; E365.—Lander, "Moonfieet," Smugglers Lane, High-cliffe (Tel. 2/33), Hants. [13704]
F1AT 1100cc 1958, 9.000 miles, blue and cloud white, one owner, new condition, £685; terms and part exchanges.—Wayside Garage, Ltd.. Rusper, Sussex, Rusper 218.

1938 model Fiat 500, pale blue, recent £70 over-haul, unworn tyres, taxed; £125.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

£295.—Fiat 500C 1952 convertible, excellent condition; terms, exchanges.—D. Margulies, Ltd., Shaftesbury Mews, Stratford Rd., W.8. Western 5982/2616. (C1162 1957 Fiat 600 saloon, famous for extreme petrol petrol contony, in pale grey with deep blue up-holatery winding windows, etc., maintained exclusively by Fiat dealers in superb condition throughout, speedo. 21.672: 2505.—Per. 404

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1955 (intel. Piat 600, new engine, fitted Derringfon head, sports coil, large speedometer,
screenwashers, brakes just relired, steering column,
headlight conversion, new battery, a fine buy at 4245,
taxed.—Automo, Ltd., 229, West End Lane,
Hampstead N.W.6. Hampstead 3450.

S&S MOTORS.—600s wanted.—18, Leinster Terrace, W.2. Paddington 6174.

C. v RUSHMER.—Highest prices for Flats.—45c. Holland Park Mews, W.11. Park 5731. | W3061 C Holland Park Mews, W.II. Park 5791.

600 and 1100 urgently for cash.—Richards & Carr.
Ltd., 132, Sloane St., S.W.I. Sloane 6165.
(W3035)

ROWLAND SMITH'S the Fiat buyers; highest cash prices.—Hampstead High St., N.W.3. Ham, 6041.

Fiat 1100 MOD508 pillarless saloon, '39-'40, preferably part ex, new Austin, Morris.—A. H. Wood & Son, Clun, Salop. Tel. 221a.

MAYFAIR GARAGES, Ltd.—Best Fiat cash buyers, private or trade; distance no object.—Bishopsbridge Rd., W. Z. Amb. 1061.

CONNAUGHT ENGINEERING offer highest cash price for good used Fiats, all models—Communght Sides of the Communght Sides o

Fiat Spares and Service

CMS—S.E. London's leading Fiat specialist for spares, repairs, servicing.—356, Lewisham High St. Lee Oreen 1855/2544.

FOR Flat sales, spares, repairs and service in the Hill Garage, Yeovil. Tel. 2276-7.

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S&S MOTORS, London's largest Fiat stockists.—
Pad. 6174. Service and repair workshops, fully equipped trained mechanics.—Bay. 1644. [0145/R

FIAT genuine spares from Piat (England). Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [0909/R

PREMIER MOTORS, main London dealers/distributors for Fiat spares, accessories and service; spares sent c.o.d.; open 9 a.m. to 6 p.m.—295, Lewisham High St., S.E.15. Lee Green 1051.

FORD ANGLIA

1958 December 20th 1957) Anglia de luxe, one fitted transistor radio, £525; terms, exchanges.—The Lorraine Eng. Co., Ltd., 29-30. Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 8661-2-3. [Cl036

FORD ANGLIA

A1 at Brown's. 1955 Ford Anglia, blue, low mileage, one owner; 415 W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. [C1025] H. C. PAUL, Ltd.

1958 Ford Anglia, Dover white, heater, 11,000 miles; £525.
32. Bruton Place, Berkeley Square, W.1. Mayfair (C3040 DERRY'S OF HARROW

HAVE an excellent choice of post-war 8hp saloons PHONE Harrow 4282 and 9140 for details.

Weald, Middlesex (opp. Bus depot). Harrow (0099/R J. DAVY, Ltd., Ford dealers.

1958 Anglia. Newark grey red and grey p.v.c. heater, excellent condition, one owner; £556 180—184 Kensington High St., W.S. Western 7181 68, North Row, Marble Arch, W.I. Hyde 2313 (2106)

WARWICK WRIGHT, Ltd., offer:-

1956 Ford Anglia saloon, black, heater; £465.

WARWICK WRICHT, Ltd., 393, Edgware Rd., N.W.2

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1955 Ford Anglia saloon, green; £425.

MONTROE MOTORS (N. H. BOSWELL), 91-95, Epping New Rd, Buckhurst Hill, Essex. Buckhurst 1171-2.

DIXONS GARAGE (PUTNEY), Ltd., offer:-

1955 Ford Anglia, one owner, in really excellent s.w.15. Putney 0396. [Cl073 Halla grey heater, washers: £455. [Cl073 KRNINGS, Ltd., 34-90, Holland Park Ave. (next Holland Park Ave. (next Holland Park Ave. (next Holland Park Ave.)

K ENNINGS, Ltd., 34-90, Holland Park Ave. (next Holland Park Tube). Park 5077-8-9, [C3030 DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Anglias always available; 'phone for our list.—Used Car Dept.. Perivale [C1066/R A FINE SELECTION OF THE ACT OF TH

1958 Ford Anglia, grey, red interior, one excellent condition, undersealed, 11.000 £520.—Kerr, 28, Englands Lane, Loughton, Esset

1957 Ford Anglia saloon in sparkling Corfe grey with cherry red, washable upholstery, fitted heater, an outstanding's well cared for one owner vehicle, quite unmarked, speedo. 26,572.—Per. 4404.

495gns.—Ford New Anglia 157 de luxe saloou Sarum blue, check upholstery, heater, excel-lent condition; written guarantee; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

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BEST cash or exchange price.—Premier Motors, 225.
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Lewisham High St., S.E.13. Lee Green 1631. ROWLAND SMITH'S, the Anglia buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018 R

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1957 Ford Popular, green, low mileage, one owner; W J. BROWN, Ltd., 339, Finchley Rd., N.W.3. DAGENHAM MOTORS, Ltd., Ford main dealers.

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R. HARDY & SON, Ltd. offer 1956 Ford Popular, fitted new engine 10 miles; £315.—Goring-by-See IFS. black. 1956 Popular, heater and 16 extras: £295.—Walker, 87, Bromley Rd., S.E.G., Hit.

1382. Pord Popular 1957 saloon, check uphoarefully used: written guarantee; terms, exchanges.

265 stery, fiashicators, parcel shelf, good Gyes,
Rowlands, School, S

A1 at Brown's. 1958 Ford Prefect de luxe, black, red Interior.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3.
[C1025] 959

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grey fitted owner 104. C1043 aloon. excel-inges:

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HAVE an excellent selection of post-war 10hp aloons available.

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1952 Ford Prefect saloon. beige, red upholstery, E275.

WARWICK WRIGHT. Ltd. 393, Edgware Rd., N.W.2. [C4137] WARWICK WRIGHT Ltd., offer:-

1958 Ford Prefect de luxe saloon, black red/ radio and heater, 5,000 WARWICK WRIGHT, Ltd., Lord's Court, St. Jol Wood Rd., Landon, N.W.8 Cunningham 6

DAGENHAM MOTORS. Ltd., Ford main dealers A FINE selection of A1 Ford Prefects always available: 'phone for our list.—Used Car Dept., Perivale 3388. JULY, 1953. Prefect, one owner, heater; £320.—Esher [C4086

1958 Prefect, black, heater, 11,000 miles, inimacu1958 late: £575.

E Rd., E.C.I. Clerkenwell 4425

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1957 Prefect. grey, heater, low mileage, £499.— Smith & Hunter, 376 Kensington High St., W.14. Western 2312. AZ MOTORS offer 1956 Prefect, one owner, 21,000 miles, mint condition; £475!—Palmerston Rd., [C1011]

N.W.6. Mai. 4725. [CIU11]

NO deposit h.p. terms available on a wide range of vehicles.—Shepton Mallet Transport. Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel Monarch (Cal57)

7885. Ins.—Ford New Prefect 1986 saloon. grey/red,
425 heater, wat covers, very good condition;
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written tendent even condition;
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Ford Prefect Cars Wanted
BEST cash or exchange price.—Premier Motors. 295,
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6041.
FORD SQUIRE

WARWICK WRIGHT, Ltd., offer:-

1958 Ford Squire estate car, fawn, heater, 10,000 miles: £575, Warwick wright. Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050, (C4045 WEYBRIDGE AUTOMOBILES offer:-

1958 (Regis '57) Ford Squire estate car, white with brown interior, fitted heater, loose covers, Ace Rimbellishers, one owner, 9,000 miles only

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233.

1957 Ford Squire, one owner, heater; £525.

MONTROE MOTORS (N. H. BOSWELL), 91-95.
M Epping New Rd., Buckburst Hill, Essex, Buckburst 1171-2.

1956 Ford Squire, grey with red leather, full de ASCOT SERVICE STATION, High St., Ascot. Berks, Ascot. 1649.

Ascol Service States, the States of Cities 1958 Squire. Dover white, 15,000 miles, carefully Wood & Lambert Ltd. Main Ford Dealers. 49. Stamford Hill, N.16. (Sta. 3434.) [C4093 1958 (Oct.) Ford Squire estate car. beige, heater, DRYNN & STEVENS, Ltd., 14. Leigham Hall Parade. Streatham, S.W.16. Str. 7362.

£539 — Squire 1938 estate car. fitted heater. colour beige. a centure low-mileage car. E.S. Motors. Ltd., 325. High Rd., W.4. Chi 6568, [3754 FORD ESCORT

1957 Ford Escort estate car, fawn, heater, nominal mileage, one owner, licensed year: E485. Horizina innesage, one owner, nicensed year;
HERBERT & MILLS, Ltd., 75, Great Portland St.
1957 Except, beige, heater, 15,000 miles, excellent
1957 tyres and first-class throughout; £510.—Eton
2500 miles only, Ford Escort, 1959 (December,
1500 miles only, Ford Escort, 1959 (December,
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1500 miles only, Ford Escort, 19

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111. High St., Whetstone, N.20. Hillside 6621, offer:— CONSUL Farnham, blue, heater, flat floor; £845.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

A1 at Brown B.

1956 (Nov.) Consul convertible, Mark II, grey,
red hood, under 20,000 miles; £725.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3.
[C1025] W. J. BROWN, Ltd., 556, 184, 184, 2284, A 1 GARAGE, Ltd., offer:

1957 Ford Consul Mark II saloon, blue, one owner, 19,000 miles, fitted with radio, heater, windscreen washers, fog lamp, wing mirrors, external survivor, underscaled, taxed for year; this car was trice and is in immaculate condition, 2862, 14-16, childs Sace, Earls Court, S.W.S. Freemantle 8181.

H BEART & Co., Ltd., offer:

1956 Ford Consul Mark II saloon, ivory with red for interior, fitted heater, one careful owner, 625.—102. London Rd., and High St., Kingston-on-Thames, Kingston 3348.

WARWICK WRIGHT, Ltd., offer:—

1956 Ford Consul Phase II saloon, grey, red grey by upholstery, heater, 21 000 miles; £650.

WARWICK WRIGHT, Ltd., Lord's Court, St., John's Wood Rd., Landon, N.W.S. Cunningham 6050 WEYBRIDGE AUTOMOBILES offer:—

WEYBRIDGE AUTOMODIALES, titled heater, one owner, really immaculate: £695.
WEYBRIDGE AUTOMOBILES, Ltd., 50, Queens Rd., Weybridge Surrey Weybridge 2253, Ext. 20, (G4024

WARWICK WRIGHT Ltd. offer:-

1958 Ford Consul Phase II de luxe saloon, green and grey green upholstery, heater, 4,000 wiles: £775.

ARWICK WRIGHT, Ltd., Lord's Court, St. John's
Wood Rd., London, N.W.8. Cunningham 6050.
[C4045 A LLAN TAYLOR MOTORS, Ltd., offer:-

1957 Ford Consul, green, heater, low mileage, Fight St., Wandsworth, S.W.18. Vandyke 7222 (10 Mes). [C4104 COLINDALE SERVICE STATION, Ltd., offer:—

1955 Ford Consul convertible coupe, this car has around, extras include radio, heater special hub covers, leopard skin seat covers and other extras too numerous to mention, mechanically near perfect, £825, -155-159, Edgware Rd., London, N.W.9. Tel. Colindale 6122/6174.

1957 Consul, small mileage; choice of 3; £695.

JACK WILLIAMS MOTORS, 1.td., 169, Priory Rd., Hoursey, N.8. Mountview 5228. [C411]

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Hornsey, N.8. Mountview 5228.

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1956 Consul Mark II. low mileage: £665. Consul Mark II. low mileage: £665. Rodney 2201 1953 Consul. rebove. only 12,000 miles: £395.—

Steele Griffiths, London Airport. Mounslow

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L cars; written guarantee; exchanges; easiest terms
421-423. High Rd. Finchlev. Finchly 6222. (C2052

1958 Ford Consu estat: car. 6.546 miles, one owner, as rew. £950.—Blue Star Garages.

1956 (Sept.) March II saloon, heater, colour blue immaculate; £645.—Bridge Motors, Leather, head 2564.

head 2564.

AZ MOTORS offer: 1957 Series Consul saloon, grey.

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Presserve modes ulicage: £625.

Pressure MOTORS. 336. Well Hall Rd. [C5085.1]

paremire very modest miteager: £625,

PREMIRE WITEAU MOTORS, 336, Weil Hall Rd. Eitham, E.E.9

1957 (Nov.) Ford Consul, heater, 9,000 miles only: 1957 (£689.—Cavendish Motors, Cavendish Rd. N.W.6. Willesden 0046.

1953 Ford Consul saloon, black red leather, heater, one owner, superh condition: £435.—Harwoods, 1955 Ford Consul saloon, colour Canterbury 1955 Ford Consul saloon, colour Canterbury 1957 heater, very clean bodywork and excellent mechanical order: £485.

1957 Ford Consul II saloon, Kenilworth blue, 1957 heater, over-riders and mirrors, quite immaculate: £665.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. (C2008 1957 Farnham Motor Co., Ltd., Downing St., Farnham Surrey, Tel. 4875-4.

1958 Murust, 15,050 miles,—Offord, 67 George St. W.1. Murust, 15,050 miles,—Offord, 67 George St. W.1. Riggs, Layer, Colchester, Tel. Layer 329, deposit.—Riggs, Layer, Colchester, Tel. Layer 329, (March) Consul Mark II, 9,000 miles, grey, 1239, wearship of 2720.—Automo, Ltd., 229, West

1958 (March) Consul Mark II, 9,000 miles, grey, unmarked: £720.—Automo, Ltd., 228, West End Lane, Hampstead, N.W.6, Hampstead 3430. (C1150

10000 milesti!-1958 (April) Consul saloon, grey, heater, one owner; £745,-Vandervell Bros. Ltd. 215. Haverstock Hill Nw.3 Swi 4441. [Calox 1957 Consul II. heater arm-rests, screenwashers, Rics Automobiles 58, Battersea Bridge Rd. S.W.11. Battersea 6171.

1958 Consul, small mileage, excellent condition throughout; £705; terms, exchanges.—Red Rattersea automobiles, 58, Battersea Bridge Rd., Sw.11. Battersea 6171.

1958 Consul black with re* p.v.c. and fitted heater, new tyres A.1 guarantee; £680.—Gilbert Rice, Ltd., Ford Main Dealers, Horsham. Tel. 4351.

NO deposit h.p. terms available on a wide range of vehicles.—Shepton Mellet Transport Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel. Monarch 7685.

1958 Consul de luxe, black with green hide uphol-tained by us, total mileage 17,350, Al guarantee; £735. Gilbett Rice Ltd., Ford main dealers, Horsham, 174,4351,

£749—Consul 1957 Mark II convertible immacu-heater, recorded mileage 17 650; a genuine one owner ear.—E.S. Motors, Ltd., 325, High Rd., W.4 Cht. 6368.

1955 (Nov.) Consul de luxe convertible (Mk. D. Servais exhaust, radio heater, fog lamps, leopard skin covers, screenwash, carpets, etc., 23,000 miles, in superb condition: £555.—Waldman, 465. Walsgrave Rd., Coventry. Tel. 52589 and 72055

1959 Ford Consul Autiott body estate car, new low mediate delivery from stock, semi de luxe, flat floor and folding rear seat, fitted roof rack; £1,093,6/9; part exchange and hire purchase arranged.—Tel. 28254 (8 lines). Percy Hendy, Ltd., Vincen's Walk, Southampton.

1957 Ford Consul saloon, in Wells fawn, with duo-biscuit, fitted heater, whitevall tyre trims, a nelegant example, with unblemished coachwork, superior condi-tion throughout, just fitted with special Jaguar skin seat covers, very luvurious interior finish, speedo 19,105; £675.—Per. 4404.

ROWLAND SMITH'S, the Consul Buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R L OW mileage Mark II Consul wanted.—Pinner Motor (W3105) BEST cash or exchange rrice.—Premier Motors, 295, Lewisham High St., S E 13. Lee Green 1051. GOOD condition Consul required immediately.—
Morley, 15. Coombe Rd., Kingston. (W3016)
(W3035)

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offer:—
1958 automatic gear box, Durham beige, 10.000 miles only, beautiful condition; £845, hire-purchase facilities available.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel, Hillside 6621. [C3042]

LEX 1958 Ford Zephyr. Richmond blue, heater, low mileages £859.
LEX GARAGES, Ltd., High Rd., Wembley, Middlesex, Wembley 8787.

1955 Ford Zephyr convertible, power hood, heater, in outstanding condition; choice of 2 from SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676,7779 [C4016]

A1 at Brown's. 1957 Zephyr automatic, Richmond blue, 25,000 miles only; 2765.

V. J. BROWN, Ltd., 359, Finchley Rd., N.W.3. [C1025]

H. A. SAUNDERS, Ltd.

1958 Ford Zephyr saloon, grey, red upholstery, recorded mileage 6.365, heater; £765, H. A. SAUNDERS, Ltd., 836-842, High Rd., Neuth Flutchley, N.12. Hillside 5272 (8 lines). [C4082]

1956 Ford Zephyr Mark II, new condition, low mileage, extras: £645,—103, Cricklewood Broadway, N.W.2. Gladstone 0298, [3808]
WARWICK WRIGHT, Ltd., offer:—

1953 (Dec.) Ford Zephyr saloon, green, heater; WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2, Giadstone 0041.

PERRY'S OF BOWES ROAD offer:—

1957 Zephyr Farnham estate, green, heater, flat W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., NJ1. Enterprise 4404. [C3128 WEYBRIDGE AUTOMOBILES offer:-

1957 Ford Zephyr de luxe, green/green interior.
1958 heater, 17,000 miles, one owner, immaculate throughout: £765.
WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2235, ext. 20.

1954 (March), heater, loose covers, excellent con-

GUY SALMON AUTOMOBILES offer:

1953 (October) Ford Zephy saloon, leather up-mileage car; £445.—Portsmouth Rd.. Thames Ditton. Emberbrook 5551-2-3.

HENLYS offer with 4 months' guarantee:—

1957 Ford Zephyr, overdrive, heater, one own light grey with red and grey interior; £77 HENLYS, Ltd., Parkway, Regent's Park, N.W. [57] DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Zephyrs always available; 'phone for our list.—Used Car Dept., Perivale [C1066/R]

1954 Ford Zephyr saloon, black/red, heater; £485. MONTROE MOTORS (N. H. BOSWELL), 91-95 hurst 1171-2. Buckhurst Hill, Essex. Buck-(C3088

1974 Epping new Md., Bucznurst Hill, Essek, Burk1957 Fed Zephyr II saloon, very smart car and
FERRARIS OF CRICKLEWOOD, Ltd., 200-220
Cricklewood Broadway, London, N.W.2. Gladstone
234, Open week-days 8 a.m. to 7 p.m. (2008
1957 Ford Zephyr, automatic gear box, blue, peautful condition: £795.
EXPRESS MOTOR & BODY WORKS, 150, Goswell
Rd. E.C.1. Clerkenwell 4425.
EXPRESS MOTOR & BODY WORKS, 150, Goswell
EXPRESS MOTOR & BODY WORKS, 150, GOSWEL

L Rd., E.C.I. Clerkenwell 4425.

1957 Zephyr Mark II. excellent condition: £675.

Steele Griffiths, London, S.E.5. Rodney 220, 220

1956 Zephyr Mk. II saloon, 16,000 miles; exchanges, terms.—Palmers, Park 9704

WM —Welbeck Motors—the Dealers—offer a used Dealers—offer a used Dealers—offer a used Zephyr convertible which is indistinguishable from new:—
1958 ated hood, Guildford blue, mileage 5,000; 2595.—Welbeck Motors, Ltd., 109, Crawford St., London W.1 (near Baker St. Station). Welbeck 1139.

1953 Ford Zephyr saloon, radio, heater, guaran-teed; £395.—Oldfield, 386, Kensington High St., W.14, Wes. 6631.

1954 Ford Zephyr, heater and extras, superb condition; £460—Robbins. East Putney. [C3010]

Tel. 7881

1955 Zephy'r saloon, one owner, heater, radio, immaculate: £499.—Cavendish Motors. Cavendish Rd., N.W.6. Wilesden 0046.

AZ really original condition, one owner; £485:—Palmerston Rd., N.W.6. Mai. 4725.

2389!!:—Ford Zephyr de lure saloon, immaculate black cellulose, red leather upholstery heater, etc. choice also 1952, 1955 and 1954 models.

LAMBS OF WOOD GREEN (established 1897, 100 cars; written guarantee; exchanges; easiest terms 421-423, High Rd., Finchley. Finchley 6222 (C2052)

1957 Zephyr, heater, radio, immaculate through-out; £699.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046.

1958 Zephyr saloon, Dover white, radio, heater, one owner from new, immaculate condition;

AKTHORPE MOTOR Co., Ltd., North Circular Rd., Salmers Green. Pal. 1023.

ZEPHYR convertible '55, power hood, 2-tone blue' outstanding condition: \$525.

B. & M. GARAGES, Ltd., 42, St. Michaels St., Pad-CONVERTIBLE Mt., II. overdrive, power hood, ivory, Aug. 1956, 19,000 mls., beautiful condition; £775.

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Rd. Tel. Maida Vale 4801.

1955 Zephyr convertible, heater, radio, power operated hood, in immaculate condition throughout. E353.—Cavendish Motors, Cavendish Rd. N.W.6. Willesden Obde.

111 1958 Zephyr Abbott estate, 4,000 miles, as new also 1957 Zephyr Abbott estate, superb condition. E395.—Pedigree Estate Cars, 340, Euston Rds. N.W.1.

E395.—Pedigree Estate Cars, 340, Euston Rds. N.W.1.

FORD Zephyr tourer, August 1958, pale blue and grey, mileage 3,700, overdrive, extra lights, undersealed, plastic seat covers, for immediate disposal:

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FORD ZEPHYR

NEW Ford Zephyr convertible, Dover white power hood, offered owing to customers cancellation, immediate delivery, list price—Quality Automobiles of Chilwell, Nottingham; terms, exchanges. Tel. Beston, Notts. 257760 258055.

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495 m.—Ford Zephyr 1954 convertible. Winchester blue, blue leather, power-operated hoheater, screen washers, unmarked, written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), [C4018]

Hampstead 6041.

1957 gephyr automatic, light grey, red and white late and mechanically perfect, a specimen car, any triat; £750 o.n.o.—Saxon, 48, Grafton Way, Tottenham Court Rd., London, W.1. Euston 5555, evenings Ber-

trial: E750 onno. Saxon 18, Grafton War. Tottenham Court Rd. London, W1. Euston 5555, evenings Bermondsey 2746.

1957 Zephyr convertible de luxe, in ivory with tan hood ivory and tan duotone upholstery, fitted heater, push-button radio, twin fog lamps, win boomer, speed 1, 100 per 1, 1

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1958 Zodiac, automatic, 8,000 miles a beautifully Belgravia 57, £945.—35, Stoane St., S.W.I. Tel STARNES MOTORS offer:—

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1956 (Nov.) Zodiac Mk. II saloon, black and ive two-tone, duo-tone leather, extras, come director owned since new, nominal mileage; £695.

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1957 Ford Zodiac Phase II saloon, 2-tone green, heater, 19,000 miles; £778. Itted overdrive, radio and 1957 Ford Zodiac Phase II (automatic) estate car.

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PORD Zodiac saloon. A June, 1955, model finished in grey and fawn, with matching hide uphoistery, and the state of the state of

1957 Ford Zodiac, automatic, heater, grey and blue with grey and blue interior; £845.
HENLYS, Ltd., 958-964, High Rd., North Finchley.
N.12 Hillside 6666. DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Zodiacs always available: 'phone for our list.—Used Car Dept., Perivale 3388. UNIVERSITY MOTORS, Ltd., offer with guarantee;-

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1958 Zodiac, blue grey, one careful owner, very
Wood & Lambert Ltd., Main Ford Dealers, 49.

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Stamford Hill, N.16. (5ta. 5454.) [Ca093

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2700.—Primrose 2052. [1396

2490!!-1955 Ford Zodiac saloon, all usual extras, spotless black cellulose, choice another in 2-tone colours.

2-ton colour WOOD GREEN (Established 1897) 100
L guaranteed cars; exchanges; hire purchase—421425. High Rd, Finchley, Finchley, 6222. (C2052
1957 Zodiac, grey/blue., one owner, very good con-

173/ dition; £700; h.p. available.—Popesgrove 7824, 2385
ULIX, 1957, Zodiac saloon, one owner, grey blue all extras including radio, undersealed, low mileage; £725.—Esher 2255.
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1958 Saley Ford Zodiac asloon, beige and grey, Saley Ford Zodiac asloon, beige and grey, Weston-S-Mare. Tel. Bleadon 393. (C2150)
1958 Zodiac Mark I, duo tone, overdrive, taxed December, superlative; £325.—Bruce France, 20. Cromwell Mews, & Kensington. Flamman 051. (C206)

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list; op.n 9-7; week-days and Saturdays, Rowfand
Smith, Hampstead (Hampstead Tube), Hampstead
6041. (C4018

GO41.

ZODIAC, Aug. 1956. overdrive, radio, twin spotlamps. seat covers, vizor, turbo discs, innumerable other extras, one owner only, meticulously maintained and comparable with new vehicle, cannot be faulted in any respect, ESS on.no., A.A. or R.A.C. inspection invited; terms to suit and exchanges.—Coacheraft, Eim Rd., Evesham. Tel. 2773.

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1,4 considered, owner with 1956 (1.11.55) Studebaker President V8, r. rh drive saloon, 4-door, Farina
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125-ens.—Ford V8 ALES. Worplesdon, Guildford.

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GOOD Ford Pilot required immediately.—G. Edwards.
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COMERFORDS for Heinkels, new and second-hand.

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1957 175cc Heinkel Cabin. Cruiser, low mileage, 1958 204cc Heinkel, red unarked, one owner, excellent tyres, grey; £295.

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1955 Hillman Minx convertible, heater, in excel-lent condition throughout; £495. SCOTT CARS. 341-347, Finchley Rd., Hampstead, London, N.W.3, Hampstead 8676.7779. [C4016 CAR MART, Ltd.

OFFER with 6 months' guarantee.

£545.—Hillman Minx convertible, heater, reg. 1955. CAR MART. Ltd., 320, Euston Rd., N.W.1, Euston [C1039/1

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£665 -Hillman Minx saloon de luxe, 19,000 miles.
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1957 (Sept.) Hillman Minx convertible, in mist probably the finest of its kind on offer to-day, fitted with whole host of extras including hir, wheel trims, wing mirrors, spot lamps, etc., Organs, wing mirrors, spot lamps, etc., Organs, organs, etc., Org

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1954 Hillman Californian, finished in duo green, haul, this car has just been run in and is excellent value at £475.—132, Whitechapel Rd., Bishopsgate 3393.

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1956 Hillman Minx de luxe Gay Look, heater, extras, 15,000 miles, one owner, fully guaran-

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H. BEART & Co., Ltd., offer:-

1954 Hillman Minx salon, golden sand, very low mileage, fitted heater, outstanding condition; £465.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348.

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1956 Hillman Minx mark 8A saloon, grey and blue, radio and heater, £550.

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HILLMAN Minx, Mk. VII VIII, series 1 and II alons, convertibles and estate cars, full and detailed list on request; from £385.—35-41, Holden-hurst Rd., Bournemouth Tel. 4161. WARWICK WRIGHT, Ltd., offer:-

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1955 Hillman Minx Mark VIII saloon, black, red
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WEYBRIDGE AUTOMOBILES offer:—

WYBRIDGE AUTOMOBILES UND.

1956 (Sept.) Hillman Minx saloon, due tone, blue/
white with blue interior, heater and wing
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1958 Hillman Minx Series 2 de luxe saloon, grey miles: £695.

1957 - 56 models in different colours available, all low mileages.

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WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W. & Cunningham 6050.

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CATERHAM MOTOR Co., Ltd., Reigate 2245. 1954 Hillman Minx saloon, heater.

1956 Hillman Minx Gaylook. 1958 series Hillman Minx, thistle grey.

1958 Hillman special, Isack.
THE CONTAY MOTOR WORKS, Ltd., 164a, Southwark Bridge Rd., Se 1. Waterloo 6162-3. [CI174]
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Hilman Minx saloon, grey, red upholstery;
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Swiss Coftage, Finchiev Rd. N.W.3 [Ci051]
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1958 Minx, low mileage, 2515—Steele Griffithe,
1958 Minx, low mileage; £515—Steele Griffithe,
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Epping New Rd., Buckhurst Hill, Essex. Buck
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1954 Hillman Minx, black, heater, one owner & £420.—Wray Park Jarage, Ltd., Reigat

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1957 Hillman Minx de luxe saloon, well kept by one owner and fitted heater; £625.
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FERRARIS OF CRICKLEWOOD. Ltd., 200-220.
Cricklewood Broadway, London, N.W.2. Gladstone 234. Open week-days 8 a.m. to 7 p.m. [C2008 EPT. 1958. Minx de luxe, heater; undersealed, 5.000.
LLIER MAINAFRED, as new; £725.—Dervent 945.
1376.
55. Ridgeview Rd., Whetstone, N.20. Hil. \$716.
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1955 Hillman Minx Mk. VIII convertible, owner, clean inside and out; £460.—Kenneth F. Green, 166, Drummond Rd., Skegness 525. [3455] 1953 Hillman Minx, a bargain; £360.—Smith & W.14 Hunter, 376 Kensington High St., W.14

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110 1958 Hillman Minx estate, exceptional condition;

111 1958 Hillman Minx estate, exceptional condition;

111 1958 Euston Rd., Eu

1957 (September) Hillman series I estate car, 12,000 miles, blue and grey with one owner;

PHENIX MOTOR CO (SURREY), Ltd., Phenix Phenix Motors Co. (SURREY), Ltd., Phenix House, Eigh St., Sutton, Surrey, Vig. 0.61. [c3044]

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499!!!—Dec. 1955, practically 1956 Minx saloon, wonderful value, outstanding condition, only

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1957 powder sure of the convertible of the convertib

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1953 (May) Hillman Minx Mk. VI saloon, replace ment engine, heater, blue, many extras: £365.—348, King St., Hammersmith, W.6. Riv. 2837-8. 1958 (June) Hillman Minx Series II de luxe dittor, 2685.—Cattermoles Garage). Ltd., 79, Penton-ville Rd. N.1 Terminus 1001.

Californian Series II de luxe de

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1955 excellent order throughout and A.1 guaran-tee: £475.—Gilbert Rice, Ltd. Ford Main Dealers, Horsham. Tel. 4331. and heater,

tee: £475.—Gilbert Rice, Ltd. Fulu Ball (1768)
1958 (May) Hillman utility, 9,000 miles only, one owner excellent appearance and order, written guar; £795.—Clayton's Cars (London). Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]
1947 Hillman Minx saloon, fawn, excellent condition; £315; 5 months' written guarantee.—MET Garages, 409, Kilburn High Rd. Tel. Maida Vale 4801. — (C3151)
£4475.—1954 Hillman Minx convertible, claret, fawn wood Motors, Watford Way, London, N.W.7. Mill Hill 4922. Open till 8 p.m. saloon Mark 2, the C2108 of 1945 (C316) (C316)

104-6 Bromley Rd. Cattord, S.L.6. Tel. Hitch (Cillad Not eposit h.p. terms available on a wide range of vehicles—Shepton Mallet Transport. Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2 Tel. Monarch 7885. 5-Hillman convertible, 1955 series (2415) 24465—Leater, spots, careful owner, choice 2: lists log guaranteed cars.—Benmotors, 1. Clarendon Rd., London, W.II. Park 5086-7 (50 yards Holland Park Tube). Series II Minx de luxe saloon, find fiction of the strength of the sone local owner, complete mileage, maintenance charts available, very modest mileage, at ruly exceptional specimen; £695.

1952 Minx Mark V saloon, in summer blue with fitted last November, 7,000 milea, very semilie little fitted and November, 7,000 milea, very semilie little fitted for the sum of the series of the series

450 other cars available; write for fully descriptive CAMDEN MOTORS. Leighton Buzzard 2041: open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase, exchanges. (Closs HILLMAN HUSKY

Hillman Husky, green with green interior, low mileage, one owner; £395.—102. London Rd., and High St., Kingston-on-Thames. Kingston (C1081 Rd., and High St., Kingston-on-Than 3348. WARWICK WRIGHT, Ltd., offer:—

1957 Hillman Husky, double duty, fawn/red up-Marwick Wright, Ltd., Lord's Court. St. John's Wood Rd., London, N.W.3. Cunningham 6050. 1930 Hillman Husky, grey.—The Contay Motor

W Wood Rd., London, N.W.o. [C4045]
1955 Hiffman Husky, grey.—The Contay Motor
K.E.I. Waterloo 6162-5.
1957 Hillman Husky, estate, one owner, guaranteed; £450.—Oldfield, 386, Kensington High
[C3029]
111 1958 Hillman Husky, v.l.m., £585.—Pedigree
Estate Cars, 340, Euston Rd., N.W.I. Euston
7889.

7889.

1958 Hillman Husky, blue and grey heater, one park Garage, Ltd. Relgate. Tel. 2263. [3798 Husky. 2-tone, neater, caretuly used and with maintained; £425.—Leicester Garage. Great Newport St., London, W.C 2 Temple Bar 1515.

Great Newport St., Losson. Husky, beige, 22,004 min heater, extremely well kept throughout, ceptional; 2505.—E. J. Baker & Co., Ltd., Dort Sch., 7561, flt. \$22.35 --Hillman Husky (December '56). fitted \$435 --Hillman Husky (December '56). fitted the heater, all good tyres, colour grey with red upholstery, excellent oll-round condition vehicle.—E.S. Motors, Ltd., 325, High Rd, W.4. Chi. 6368.

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ANONEY MOTORS. Ltd., Main Dealers, Langney range; prompt and efficient service.

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PLENTY of tilman Spares and Service models, 123 Parts and reconditioned units for all models, 123 Parts and reconditioned units for all models, 123 Parts and reconditioned units for all states to the service.

J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Tel. Uplands 3637 and 9525.

HOTCHKISS

1951 series Hotchkiss Gregoir sports saloon, one owner since new: this car was originally purchased at the 1931 Motor Show at a cost of approximately \$4.000, the car is in original condition through common of the car is in original condition through a condition of the condition of the car is in original condition through a condition of the car is in original condition through a condition of the car is in original condition through a condition of the car is in original condition. The car is a condition of the car is a cond

GOOD H.R.G required immediately.—G. Edwards, Harpenden, Herts. Harpenden (W2000

ROWLAND SMITH'S, the H.R.G. buyers; highest cash prices.—Hamps'ead High St., N.W.3. Ham. [W4018 R

Hudsor. Spares and Service
HUDSON MOTORS, Ltd., Great West Rd., London,
W.4. Chiswick 3621.—First-class service for all
Hudson cars, spares freely available either through
your local Hudson distributor or from Hudson Motors,
Ltd. (0065/R

HUMBER

ROOTES

HAVE available a range of Humber cars of very low mileage.

J ONDON, W.1.

DEVONSHIRE House Piccadilly.

GRO. 3401. BIRMINGHAM, 2.

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CEN. 8411.

MANCHESTER. 2.

129. Deansgate.

BLA. 6677.

SCOTT CARS. Humber Hawk estate car, overdrive, radio, heater, outstanding condition; £845, 1953 condition throughout: £375, control throughout: £375, COTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W. 3. Hampstead 8676, 7779.

CAR MART, Ltd.

OFFER with 6 months' guarantee.

\$650 — Humber Hawk saloon, overdrive, heater, reg., 1956, CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

H. C. PAUL, Ltd.

1953 Humber Super Snipe saloon, one owner, 20,000 miles only; £450.—52, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (C3040 SIDNEY MARCUS, Ltd.

1957 Humber Hawk, radio, heater, one owner, 12,000 miles; £975.—33. Sloane St., S.W.I. [C3006]

1955 Humber Hawk saloon, grey, red upholstery, recorded mileage 32,124, overdrive, radio, heater, £55;
H. A. SAUNDERS, Ltd., 365-842, High Rd., North Flinchley, N 12, Hillside 5272 (8 lines). [C4092]
TOM GARNER, Ltd., offer:—

1957 Humber Hawk Mk. VIA de luxe saloon, grey/blue, heater: £725, 1957 Humber Super Snipe Mk. IVB (auto) saloon, grey/blue, fill super Snipe Mk. IVB (auto) sal

WARWICK WRIGHT, Ltd., offer:-

1951 Humber Super Snipe Mark III saloon, black, radio and heater; £295.
1950 (Dec.) Humber Hawk, Mark IV saloon, fawn.
WARVICK WRGHT, Ltd., 393, Edgware Rd., N.W.2.
Gladstone 0941. WARWICK WRIGHT, Ltd., offer:-

Humber Hawk Mark VI overdrive estate car. 1958 grey, radio and heater, 20,000 miles: £950. Humber Hawk Series I automatic saloon. E1,195.

£1.195. Humber Hawk Mark VI overdrive saloon, blue. 1955 red upholstery, heater, 26,000 miles; £645. 1958 red upholstery, heater, 26,000 miles; £645. 1958 red upholstery, heater, 4,000 miles; £1,095. holstery, overdrive, radio and heater, 21,000 miles; £795.

1959 Humber Super Snipe Series I saloon, burgundy beige upholstery, heater, 300 miles;

1957 gundy beige upmoneters.
1957 Humber Super Snipe Mark IV saloon, blue
1958 and grev. Reutler seats, overdrive, radio and
heater, 17.000 miles; £850.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's
Wood Rd., London, N.W.S. Cunningham 6050.
(C4045 HENLYS offer with 4 months' guarantee:-

1955 Humber Super Snipe, black with red in-HENLYS, Ltd., Parway, Regent's Park, N.W.I. [3734]

COOMBS & SONS (GUILDFORD), Ltd.

HUMBER Hawk saloon, fitted with overdrive, first registered very late in 1956 as a 1957 series, finished in light grey and dark blue, 19.000 miles only, a very lovely car; £795.

HUMBER Hawk saloon, black with red interior, new lyres just fitted, heater and other extras. 1955 model, one owner car, very clean condition; £675, commodel, one owner car, very clean conditions, £675, commodel, one owner car, very clean conditions, £675, commodel, one owner car, very clean conditions, expenses and very commodel, one owner car, very clean car, very clean commodel, one owner car, very clean car, very clean commodel, one owner car, very clean car, very cl

COOMBS & SONS (GUILDFORD), Ltd. COOMBS & SONS (GUILLPCORD.)

HUMBER Hawk with magnificent all-metal estate body, the standard job by Rootes, finished in grey and blue with red interior, very low mileage since new in 1956, a very lovely dusi purpose car; demonstrations and the standard of the standard

COLINDALE SERVICE STATION, Ltd., offer:-

1954 Humber Hawk saloon, black coachwork with red leather upholstery, heater, rim embellishers, a really magnificent example of this very popular model: £495.—155-159, Edgware Rd., London, N.W.9. Tel, Colindale 6122, 6174.

Humber Hawk Mark VI saloon, black with red trim, heater, windscreen washers; £550, the trim, but heater, windscreen washers; £550, the trim, overdrive, heater, windscreen washers; £550, the trim, overdrive, heater, windscreen FRANK WATSON (CROYDON), Ltd., Thornton Rd. [3789]

1954 Hawk, heater, black with red upholstery;
1955 Hawk Mark VI, grey, low mileage, one owner,
Esher 2255.

HENDON CENTRAL GARAGE, Ltd., offer at 5% interest charges:—1956 Humber Hawk, grey/blue. overdrive. 'radio, laiso 1955 Hawk, grey overdrive, radio, heater, £555.—46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5.

don 8084-5. [C2073

CAMDEN MOTORS for Humbers, brief selection
from our stock of 20 post-war models:—
HUMBER Super Snipe saloon 1957, with automatic
Htransmission and a positive host of extras including special type radio with twin speakers and electrically operated aerial, Rutter seats, heater, sun vizors, radiator blind, screenwashers, immaculate marcon with natural hide upholstery, maintained immacon with natural hide upholstery, maintained immacon with natural hide upholstery, and the state of the seater of the

HUMBER Hawk Mark VI saloon 1955, with overdrive, 2-tone grey, red upholstery, fully overhauled by Rootes group agents earlier this month, 2 owners; £595.

LESSS.

HUMBER Super Snipe Mark IV saloon 1955, duo green, radio, heater, one owner, very carefully used, umnarked inside and out; £575.

450 priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; umrestricted hire purchase, exchanges.

A&S Ltd. Humber Pullman and Imperial seven
APE & SAUNDERS, Ltd. (Lumusines Purchased),
Providence Court. North Audley Street. (Near
Selfridges.) Maytair 2941.

1957 (Mar.) Humber Hawk saloon, heater. 17,000 miles, one owner; £665.
GEORGE NEWMAN & Co., 569 Euston Rd., London, N.W.1. Eus. 4466.

GEORGE NEWMAN & Co., 369 Euston Rd., London. (2302)

1955 Humber Hawk, overdrive, heater, blue with red interior: 2665.

PASS & JOYCE, 184, Great Portland St., W.I. (2302)

CAMDEN MOTORS, the limousine specialists, stock of 18 Humber Pullman limousine, 1952 series the proceeding the pullman limousine, 1952 series the proceeding 1952 delivery), black with beige upholety of the proceeding 1952 series to the proceeding 1952 series the proceeding 1952 series the proceeding 1952 series the proceeding 1952 series 1952 series 1953 series 195

£7

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LAN

ham, Kent. Tel. Beckenham 7276. [Cd148]
HEARSES! we are building deck and bearers on the
ALFE & SAUNDERS (COACHBUILDERS). Ltd.,
Station Approach. Kew Gardens, Richmond 1161.

1957 Humber Hawk, automatic, radio, heater, blue/
BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 5383. [Cl0271]

1956 Hawk, overdrive, low mileage; £695.—Davies
Car Centre, 22-54, Horn Lane, Acton, W.3.
Tel. Acorn 6731.

Tel. Acorn 6731.

1958 (January) Humber Hawk series I saloon in owner: £1.015.

PHENIX MOTOR Co. (SURREY), Ltd., Phentk House, High St., Sutton, Surrey, Vig. 0161. (23044)

HUMBER Super Snipe shooting brake (ohv., 9-seater, many extras, including radio, two-tone colour, in really beautiful condition; £685.

A UTO SERVICES (CHELSEA), Ltd., 107, Kings Rd., Chelsea, S.W.3. Flaxman 6633. (Cli83)

Output July Humber Hawk de luxe saloon, duo owner, 18.000 miles, supplied by us new, taxed; £685.

THE BLACK HORSE GARAGE, 174-176 Sheen Rd., Richmond 6441.

1957 Humber Hawk de luxe, an attractive car finisher in duo-green, low mileage, highly commended to the commended of the commended of the commended to the commended of the commended to the comm Hawk de luxe, an attractive car in duo-green, low mileage, highly No deposit h.p. terms available on a wide range of Neehicles.—Shepton Mallet Transport, Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel. Monarch [C4157]

1950 (Oct.) Humber Super Snipe Mark III saloon, Garage), Ltd., 79, Pentonville Rd., N.1. Terminus (Clarage)

1953-54 Humber Super Snipe, heater, radio, one owner, in outstanding condition: £445.—
23vendish Motors, Cavendish Rd., N.W.6. Willesden wide.

1953 Humber Super Snipe de luxe saloon, grey, maroon hide, radio and heater; a wonderful buy at £425.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1955 Super Snipe saloon, grey and red, very small mileage, extras, chauffeur maintained, in immaculate condition; £525.—Jacksons Garage, primrose 3455.

Primrose 3455.

[333]
IMOUSINES: selection 1950/1954 privately owner
Pullman including 1950 Mark II Pullman, £6951952 Mark III Pullman, £695, 1954 Mark IV ohr Pullnan, £1,325; lists posted 98; 1954 Mark IV ohr PullACK ALPE LIMOUSINES, 50, Marylebone High St.
W.1 (near Baker Street Station). Welbeek 1124
(C110)

JACK ALPE LIMOUSINES, 50, Maryjeguur rugir sw. (1904), Welbeek 1124, [C1103]

1957 (July) Super Snipe, 15,000 miles, automatic heater, one owner; £925.—Elmbridge Motors, Kingston mr-Pass, Tolworth. Elmbridge 2254.

1955 | Humber Hawk Mark VI. black, overdrive, heater, etc., one owner, superb and unolembred condition; £959.—G. & C. Motor Garages, Ltd., Canning Rd., Wealdstone, Tel. Harrow 3432.

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Rd.. 1183

\$465 facia and cappings, registered mileage 32,000, portour hide interior, as new black cellulose and chrome, perfect; sacrifice at price asked.—Hampstead 7871.

1956 Humber Super Snipe, automatic transmission, new 22,000 only, wonderful history, 2875. Francis Motors, 395, Humberstone Rd. Leicester Tel. 66504.

1957 series I Humber Hawk, overdrive (C213)
Receptional condition: E1,055.—Friday's Yeoman Garage, Ltd., Ashford Rd., Bearsted, Maidstone 67249.

H^WK '56, Corinth blue and dawn mist, C237 owner, C347 owner car, most isatidiously maintained £685; parts and labour guarantee; part exchanges.—Slocombes, Ld., 38-52, Dudden Hill Lane, N.W.10. Willesden 1699 and 3934.

1955 Humber Hawk Mark VI, black, overdrive, heater, etc., one owner, superb and unblemished condition; £385; h.p. terms and exchanges, the condition; £385; h.p. terms and exchanges, £305; the condition; £305; h.p. terms can be condition; £305; h.p.

heater, Ace Rimbellishers, leopard skin covers, exceptional: written guarantee; terms, exchanges.—Rowland Smith below.

245 gns.—Humber Hawk 1951 Mark IV saloon, ductored by the saloon of the saloon

A LPE & SAUNDERS, Ltd., require Limousines or Imperials in above average condition.

A LS (Near Selfridges). Maytair 2941.

ROWLAND SMITH'S, the Humber buyers, highest cash prices.—Hampstead High St., NW. Hams 6041. K cold cash prices.—Hampsteas buy Humber limousine.—HIF EDWARDS want and buy Humber limousine.—HIF 28-34, Upper High St., Epsom. Tel. Epsom (W2001)

561 20-94, Upper High St., Epsom. Tel. Epsom (W2001)
58 Humber Hawk, low mileage, required urgently for clients.—Kirkwood Cars, Ltd., 78. Streatham Hill, S.W.2. Tulse Hill 1288.
THE Humber Specialists for all spares. Tel. Toplands 557. See advt. under Parts & Accessories (0398.78 Ldd., Main Dealers, Launere, Rd., Eastbourne, Tel. 7500 (5 lines)—Largest lange; prompt and efficient service

RODNEY HOWARD & Co., Ltd., offer:

1950 Invicts foursome drop head coupe, Black red leather interior, fitted radio, heater, twin spot lights and reversing lights, etc., a really outstanding specimen which cost £4,800 new, now offered at £795.—6, Albemarle S., London, W.I. Hyde Park 7166.

1957 B.M.W. Isetta; £235.

MONTROE MOTORS (N. H. BOSWELL), 91-95. Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2.

GEORGE CLARKE pay most. Tul. 3211. GEORGE CLARKE pay most. Tul. 3211.

PRIDE & CLARKE—best buyers.—Brixton 62.1.
[W3068] CLAUDE RYE urgently require Isettas; top prices paid, h.p. accounts settled.—899. Fulham Rd. S.W.S. Renown 6174.

Isetta Spares and Service

AFN, Ltd., offer complete service and repairs for parts in the country, including replacement engines, etc.—Hounslow 0011.

JAGUAR MARK VII

HENLYS, Ltd.
WE have all models of Jaguar.—For addresses of Showrooms see advertisement under "Jaguar Miscellaneous."

LEX 1954 model Jaguar Mk. VII, black, low mileage, CANAGES, Ltd., 2, Lexington St., Picca-GANAGES, Ltd., 2, Lexington St., Picca-GANAGE

JAGUAR Main Dealers.

1955 Jaguar Mk. VII M automatic, British racing FOUR months' warranty.

LEX GARAGES, Ltd., High Rd., Wembley, Middlesex. Wembley 8787, SCOTT CARS.

1955 Series Jaguar Mark VII, Borg Warner auto-ing condition: £745.
SCOTT CARS. 341.347 Finchley Rd., Hampstead. London, N.W.5. Hampstead 8576.7779. [C4016

SIDNEY MARCUS, Ltd. 1956 model Jaguar Mk VII automatic, radio, St., S.W.1. Tel, Belgravia 3721. J. DAVY, Ltd., Jaguar agents.

1955 Mark VII M type automatic, battleship grey with red hide, well maintained and in excellent condition; £765.
180 184, Kensington High St., W.8. Western 7181.
68, North Row, Marble Arch, W.1. Hyde 2315.

DEERLESS MOTORS offer:-

1953 Mark VII saloon, black tan trim, radio, Rd., Slough, Tel, 251.
SILVERTHORNE MOTORS, Ltd.

1956 model Mark VII, automatic, black, tan leather, moderate mileage, one owner, immaculate; £735.—11. Fitzroy Sq., W.1. Euston 7811. H. BEART & Co., Ltd., offer:-

1954 Jaguar Mark VII saloon, black with red uporder; £595 1956 Siguar Mark VII M automatic saloon, duo 1956 Siguar Mark VII M automatic saloon, duo of 2 from £795—102. London Rd., and High St., Kins-ston-on-Thames. Kingston 3348. [Cl081]

1956 Mark VII, Pacific blue and grey interior.
1955 fitted overdrive, one owner; £7451955 overdrive, one careful owner; £695.—35, High Rd., Byfieet 3101.
WARWICK WRIGHT, Ltd offer:

1954 Jaguar Mark VII saloon, grey, heater; £495. WARWICK WRIGHT, Ltd., 393. Edgware Rd., N.W.2. Gladstone 0041. THE TOURIST TROPHY GARAGE. Ltd., offer:—

1956 Mark VII Jaguar, M type, B.r.s., 19,000 miles: 6815 —Farnham. Surrey Tel (641)

JAGUAR MARK VII
1955 Mark VII M. overdrive, grey, red interior,
EXPRESS MOTOR & BODY WORKS, 150, Goswell
Rd. E.C.1. Clerkenvell 4425
PORTSEA MOTORS, Ltd., the Jaguar specialists,
offer:—

PORTSEA MOTORS, Ltd., the Jaguar specialism.

1956 Jaguar Mark VII. overdrive, 25,000 miles,
one owner, like new; 2825 werdrive, radio,
1955 Jaguar Mark VII. overdrive, radio,
manaculate, unmarked; 2795,
1955 Jaguar Mark VII. overdrive; radio, British
1955 Jaguar Mark VII. overdrive; radio, British
1956 Jaguar Mark VII. overdrive; radio, British
1957 Station: Hampstead 366; 350 Jaguar Mark VII.
1957 Jaguar Mark VII. M-type, overdrive; 2700 or
1955 June) Mark VII. M-type, overdrive; 2700 or
1958 Smaller car and cash balance.—Wim. 3432.

1955 (Feb.) Jaguar Mk. VII M type, overdrive, radio, heater, 33,000 miles, one owner;

GEORGE NEWMAN & Co. 369 Euston Rd., London, N.W.1. Eus. 4466.
UNE. 1966, Jaguar VII M saloon, automatic transmission, heater, radio, mist grey, red upholstery, two owners, good condition; £875.
CRANER'S GARAGES, Lid., Horninglow Bt., Burden, Salayar Mark VII, Jow mileage, sunshine roof, and exchanges, grey, excellent condition; £875; terms and exchanges.

and exchanges.

BERMONDSEY MOTOR Co., Ltd., Blue Anchor Lane, S.E.16. Tel Bermondsey 3651/3771.

1954 Januar Mi. VII., bluck; £550.—Davies Carlotte, 22-34. Horn Lane, Acton, W.S. Tel., Acorn 6731.

1956 Davies Car Centre, 22-34. Horn Lane, Acton, (Cl120)

W.S. Tel., Acorn 6731.

(Cl120)

1952 Carr; £500.—Wray Park Garage, Ltd., Reigate, 22-34.

Tel. 2265. Jaguar Mk. VII. British racing green with 1954 tan interior; £625.—Windovers. Ltd., The Rvde. Hendon. Colindale 4051.

CaMDEN MOTORS for high class used Jaguars. 3 selected Mark VII seloons from our stock of 20

Camber Mark VII seloons from our stock of 20 possible Mark VII seloons from our stock of 20 possible Jaguard Mark VII automatic saloon, black, red hide, marked, one owner, £875.

1955 Mark VII automatic saloon, black, red hide, marked, one owner, £875.

1956 Mark VII automatic saloon, black, red hide, marked, one owner, £875.

1956 Mark VII we' hide interior, radio and heater, Michelins, twin spots, badge bar, recent extensive overhaul by well known Jaguar specialists wonderful condition; £675.

1957 Mark VII saloon, one owner since new, recentle to the since overhault of the sale of the

1956 Jaguar MR. VII M automatic. 2500 miles, guarantee. Co., Buxton Rd. Hazel Grove. Cheshire. Citi82.
1954 Jaguar Mark VII. 21.000 miles, heater, over-drive. immaculate: £590.—Barries. [Citi82.
1954 Jaguar Mark VII. 21.000 miles, heater, over-drive. Immaculate: £590.—Barries. [Citi82.]
1954 Jaguar Mark VII. 21.000 miles, heater, over-drive. Immaculate: £590.—Barries. [Citi82.]
2 Mark Grove Mr. 1952 Mr. 1952 Mr. 1952 Mr. 1952 Mr. 1952 Mark VII Jaguar Mark VII M. 0 evedrive. one owner. 2 condition: £455.—Maydav Motors. Ltd. Maydav Mr. 1955 Mark VII Jaguar black red. immaculate condition: £765.—Cavendish Motors. Cavendish Rd. N. W. 6. Willesden Oodé. [Citi21.
1956 Mark VII Jaguar automatic saloon, fitted Gray 20. Hermitage Lane, N.W. 2. Speedwell 126.

1956 Jaguar Mk. VII automatic, radio, taxed, blue, in excellent condition: £550.—Saul & Slatter, Ltd., 44, Alderman's Hill, Palmers Green, N.13, Fox fox002.

1955 Jaguar Mk. VII M type, overdrive, heater, guaranteed, £675; also 1954 Jaguar Mk. VII, guaranteed, £475.—Oldfield, 586, Kensington High St., C.5029

W.14, Wes. 6651.

1954 miles, radio, Mark VIII grey fawn and red. 39,000 lent condition inside and out: £525.—Morden Company, 495, Chester Rd., Manchester, 16: evenings: Choriton 4292.

Choriton 4292.

QOSE & YOUNG, Ltd.—1954 Jaguar Mark VII automatic saloon, low mileage, an immaculate example, fitted radio and whitewall tyres, pale blue: 2675.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station) tules Hill 6464 [CS037 1955 Jaguar Mark VII (M type) saloon, 16 Instruction on which radio, sound condition: 465—8ells Service Gar 144, London Rd., Kingston-on-Thames, Kingston [C]

£495 —Jaguar Mark VII saloon. 1955. black with red interior, heater, sliding roof, etc., a very carefully maintained ear in exceptional condition. offered by H. A. Saumders, Liu. Speedwall 0011. Extension 2.

sion 2. — Jaguar 1952 Mark VII export saloon, slid-lent condition; written guarantee; choice of 4, terms, exchanges; list; open 9-7 week-days and Saturdays. Rowland Smith. Hampstead (Hampstead Tube). Ham-

CAULA D SMITH'S, the Jaguar Mark VII busers:

NowLAND SMITH'S, the Jaguar Mark VII busers:

highest cash prices—Humpstead High St. N. W. J.

W4018/R

JAGUAR MARK VIII

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses showrooms see advertisement under "Jag Jaguar [0657/R

1958 £1.475 -Boorers Garage. Worthing 5467. CAR MART, Ltd.

OFFER with 6 months' guarantee.

£1495 - Jaguar 31 - litre saloon, Mark VIII. auto, heater radio sliding head, 13,000 miles, reg. 1958.

CAR MART, Ltd. 150. Park Lane, W.1 (Corner of Piccaddilly). Grosvenor 3434.

JAMES SPENCER, Ltd., offer:—

1957 Jaguar Mark VIII automatic saloon, finished dual grey with red interior, small mileage, maintained regardless of cost by one owner; E.1.935.

JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel.
Bex, 4265,4209.

GUY SALMON AUTOMOBILES

1957 Jaguar Mk. VIII saloon, fitted overdrive, syn-maculate condition; £1.250.—Portsmouth Rd., Thames Ditton Emberbrook 5551-2-3. H. BEART & Co., Ltd., offer:-

1958 Jaguar Mark VIII saloon, automatic gear box. finished in duo grey with grey hide, superbly maintained by one owner; £1,495.

1957 Jaguar Mark VIII, finished in black/Sherwood box, bucket seats, supplied by us to one careful owner; £1,295.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548.

GREENHILL MOTOR Co. offer:—

1957 Jaguar Mk. VIII automatic, black and maroon, de luxe radio with automatic aerial, immaculate condition; £1,275.—Marsh Rd., Pinner, Middx. Pinner 9868.

CLARKE & SIMPSON, Ltd., offer:-1957 Mark VIII automatic saloon, duo grey, 21,000 miles, one owner; £1,295,—49, Sloane Sq., C1048

COOMBS & SONS (GUILDFORD), Ltd.

JAGUAR Mark VIII saloon. Borg Warner automatic transmission, finished in duo-grey with red hide interior, fitted radio, heater, etc., 1937 model, one owner car, low mileage, spotless condition; £1,295.

JAGUAR Mark VIII saloon, automatic transmission, specification as above, finished in two shades of car; £1,295. grey upholstery, very low mileage 1957 car; £1,295. GOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Guildford 62907. [C1057]

T. R. INWARDS, Ltd., Jaguar main dealers. 1 R. INWARLS, Son. 1987. 1995. (June) Jaguar Mk. VIII automatic, cream, supplied and maintained by us. 18,000 miles, radio, cevers: £1,345—High St., Ruisilp 3035-4-5, 3751

HENLYS offer with ' morths' guarantee:-

1957 Jaguar Mk. VIII, automatic, black with red HENLYS, Ltd., Parkway Regent's Park, N.W.1. Gulliver 5721. CHARLES FOLLETT, Ltd., official Jaguar retailers,

offer:—
1957 Jaguar Mark VIII automatic saloon grey,
1958 Jaguar Mark VIII automatic saloon grey,
1959 by us. £1.356, genuine 18,000 miles, supplied new
1950 Jaguar Mark VIII automatic saloon grey,
1950 Jaguar Mark VIII a S fair 6266. SERVICE and Stores.—Barnsdale Yard, off Elgin Ave.. W.9. Cunningham 5936.

1958 (March) Jaguar Mark VIII automatic saloon.
1958 (March) Jaguar Mark VIII automatic saloon.
1958 (March) Jaguar Mark VIII automatic saloon.
1957 (Sept.) Jaguar Mark VIII automatic saloon.
1958 (Jaguar Mark VIII automatic saloon.
1958 (Jaret Imperial marcon with red hide uphol-stery. M. J. HUGHES, Ltd., The Highway, Beaconsfield

1957 Mk. VIII automatic, finished in maroon and claret with grey leather upholstery, with seat covers; in exceptional condition; £1,295.

KJ MOTORS, Ltd., Widmore Rd., Bromley. Ravens[3761]

1958 Jaguar Mark VIII automatic, low mileage, radio: £1,475.—Robbins, East Putney Tel. JAGUAR Mark VIII automatic in Sherwood green, on 13,000 miles: £1.275.—Hummingbird Garage, S

HAGUAR Mark VIII automatic in Sherwood green, only 15,000 miles; £1,275.—Hummingbird Garage, £5, Albans 52050/53850.

1958 Mk VIII automatic finished in dual grey with with the state of t

Januar Mark VIII Cars Wanted
GEORGE NEWMAN & Co. require for cash lowmileage Jaguar Mark VIII cars.—369, Euston Rd.,
London, N.W.I. Eus. 4466 (12 lines). [W3023

London, N.W.1. Eus. 4466 (12 lines). [W3023 JAGUAR MARK IX 1959 (February) Jaguar Mark IX, black and green with green upholstery, radio, electric aerial. 3,000 miles, es new; E.1.950.—Cornfield Garage, East-bourne. Tel. 2244,6636.

Jaguar Mark IX Cars Wanted

New Mark IX, black with red interior, automatic required.—Box 3558.

[W1091] CHARLES FOLLETT, Ltd., official Jaguar retailers, officer.—

JAGUAR 2.4

HENLYS, Ltd.

WE have all models of Jaguar.—For ddresshowrooms see advertisement under

1956 Jaguar 2.4 special equipment saloon. Indigo blue, blue uph.lstery. one owner: £995.
1957 Jaguar 2.4 special equipment, duo grey, ed upholstery radio, heater, overdrive, Ace discovered by the state of the special speci CHILIP RICKARDS.

1957 Jaguar 2.4 saloon, special equipment, o/d, 1957 maroon, 29,000 miles, one owner; £1,150, 1957 drive, Cornisti grey 16,000 equipment, ovner, immaculate; £1,195, —4, Brick St., Park Lane, London, W.I. Grossenor 4772—5, TACK FAIRMAN offers:

1958 Jaguar 2.4 special equipment saloon, fitted brakes finished in Sherwood green with green interior, senuine mileage only 3.500 and in virtually new condition; £1,529...—Gordon & Glynn, 79, Cadogan Lane, Sloane St. S.W.I. Sloane 526/4017.

1957 model Jaguar 2.4 saloon, grey with red leather, 24,000 miles by one careful owner; 1905.—102, London Rd. and High St. Kingston-on-Thames, Kingston 3348, (Clost JAMES SPENCER, Ltd., offer:—

1956 Jaguar 2.4 special equipment saloon, fitted heater, radio, finished in Sherwood green, one owner only, first-class condition throughout: one owner only, first-class condition throughout: £1,095.

JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel. Bex. 4263,5209, C4154

SILVERTHORNE MOTORS, Ltd.

1957 2.4 very special equipment, disc brakes, 3.4-cylinder head and exhaust system, all to special order; moderate milevae. B.r.s., red leather, one to more all the special orders. B. 1.5. and 1.5. special orders. B. 1.5.

ton 7811. Eustin 1956 Jaguar 2.4 SE, black; £999.

JACK WILLIAMS MOTOR®, Ltd., 169. Priory Rd., Hornsey N.8. Mountview 5228. [C4111]

DUNCAN HAMILTON & Co., offer:—

1958 2.4 special equipment, imperial maroon with self-action. The self-action of the self

1957 Jaguar 2.4 saloon special equipment, over-drive, fitted phase 2 modifications, scintilla magneta, Koni shock absorbers, laminated windscreen, Michelln X tyres and many other extras, finished in black with fawn interior, one owner; £1.250.—Portsmouth Rd. (A3), Sent, Surrey Ripley 3122 [Ci132]

1957 Jaguar 2.4-litre saloon, maroon/red interior, overdrive, 20.000 miles, faultless condition; £1.195.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. £1.195.—Portsmouth Rd., Thames Ditton, 5551-2-3.

WEYBRIDGE AUTOMOBILES offer:—

1956 Jaguar 2.4 saloon, maroon with beige leather interior, excellent throughout; £1,025.
WEYBRIDGE AUTOMOBILES, Ltd., 30. Queens Rd., Weybridge 2233. COOMBS & SONS (GUILDFORD), Ltd.

JAGUAR 2.4-litre saloon, special equipment model supplied new by us in July 1957 and serviced by us entirely, Cotswold blue with grey interior, special exhaust system, overdrive, etc., moderate mileage, £1,195 Rd., Guildford, SUFLDFORD), £43. Fortsmouth Rd. Guildford, Surrey, Guildford 62907, [C1057]

1958 Jaguar 2.4 saloon, pearl grey, one owner.
CASTELNAU, S.W.13. (Nr. Hammersmith Bridge),
Riverside 4444,
CMI CAR SALES (Primrose 6623) offer:—

1956 excellent condition; £1.060.
3 months guarante; terms, list on application.—
Swiss Cottage, Flinchler Rd. N.W.5. [C1051
COLINDALE SERVICE STATION, Ltd., offer;

Jaguar 2.4 saloon, Cornish grey, viced and maintained by specialists, negligible mileage: £1,145.—155-159, Edgware Rd., London, N.W.9, Tel. Colindale 6122, 6174.

Tel. Colindale 6122, 6174.
WILLIAM GORDON CARS OF COVENTRY offer:—

1956 Jaguar 2.4 special equipment, one owner, and considered and considered and considered and considered and considered and credit facilities available.

1954 Jaguar XK120 sports roadster, full special results and credit facilities available.

1954 equipment, twin exhausts, wire wheels, etc., finished red with special black leather interior, hood. conneau cover, history available, nominal mileage only. and Coventry. Tel. 73577.68549.

1956 Jaguar 2.4. B.f.g., special equipment model, west for the considered and coventry. Considered and Coventry. Tel. 73577.68549.

WEST STREET MOTORS (CROYDON). Ltd., 6-7, Dingwall Rd., Croydon. Tel. Croydon 9311.

1957 cellent condition; choice of 2 from £1,15. Condorous Carlos 343. St. Finches Considered and Considered Cons

offer:—
1956 Jaguar 2.4 overdrive saloon, grey, radio, one
SHOWROOMS: 18. Berkeley St., London, W1
Mayfair 6268.
SERVICE & Stores: Barnsdale Yard, off Elgin Ave.,
W.S., Cunningham 5936.

1957 Jaguar 2.4 special equipment. overdrive. Webasto roof, radio. B.r.g., one owner, low mileage: £1.195.

EXPRESS MOTOR & BODY WORKS, 150. Goswell
Rd., E.C.1. Clerkenwell 4425.

Malden 5666-7.

1957 (April) Jaguar 2.4 special equipment saloon, birch grey, overdrive, 16.000 miles, one owner; 21.175.—Dobsons, Ltd., Teil Staines 801.

1956 (Sept.) Jaguar 2.4 special equipment model, special equipment model, special equipment model, special equipment model, black with brown hite interface 95.

WODTHORPE GARGE Ltd., Woodthorpe Drive, Wodphylory Drive, Wapperley, Nottingham, Tel, 65508, 1861.

1958 Jaguar 2.4 8.E saloon, disc brakes, 07drive, Ring Mr. Bailey, Wessex Motors, Ltd., Andover 2326. (C4087)

[CG07]

[AGUAR 1958 (Feb.) 2.4 special equipment, auto-

JAGUAR 1958 (Feb.) 2.4 special equipment, automatic gearbox, fitted radio, Cornish grey with blue upholstery, low mileage, one owner, immaculate conupholstery, low mileage, one owner, didding £1,400.

ENNEST GARLAND & SON, Ltd., Priory Garage, Warrington, Lanes. Tel. 35315.

1956 (June) Jaguar 2.4, suede green, heater, rathlesses, one owner: £985.—F. Challis, Langlord Charlesses, one owner: £985.—F. Challis, Langlord Charlesses, one owner: £985.—F. Challis, Charlesses

1956 2.4 special equipment saloon in French 19516 (1956) and the fitted radio with twin speakers, heater washers, Michelin X and underseal, very moderate mileage, one owner, complete history available; £1,075 (1956) and the first of religious time of the process of the first of

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2.4 Jaguar, black, radio, in truly immaculate continuous expression, it really describes the car; £1.065, parts and labour guarantee. Solicombes 2.4 Sec. 2. Dudden Hill Land. El. General St. General General St. General Genera

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester 6. Pendleton 3457.

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Low mileage 4.5 A Jaguars wanted.—Pinner Motor Co. Pinner 452. A Jaguars wanted.—Pinner Motor Co. Pinner 452. A Jaguars wanted.—Pinner 453. High Rd., Byfleet 310.

DUNCAN HAMILTON & Co. urgently require Jaguar 2.4s.—53. High Rd., Byfleet 310.

[W1091

56/57, white or light colour S.E. ord., Webasto roof, on owner, 20,000 miles.—Pietcher. 11. Ennismore Gdns., S.W.7, Kni. 9103.

[S700

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WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar".

O661 R SIDNEY MARCUS, Ltd.

1958 Jaguar 3.4, disc brakes, overdrive. 5.000

Belgravia 3721. Tel.

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1959 (Jan.) 3.4 automatic. pearl (rey. many extras, 1959 (2,000 miles; £1,750) 1957 3.4 automatic, B.r.g., 10.000 miles only. radio; 1957 (2,1395.—Kensington 6642) [C4147]

1958 model 3.4 special equipment, special shell wheels, radio, white wall tyres, etc. exceptional; one owner example; £1,525.

1957 red interior, fitted overdrive, etc., well maintained; £1,525.—35, High Rd., Byfleet 3101. [C1091]

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1958 Jaguar 5.4 saloon, British racing green, disc 1958 Jaguar 5.4 saloon, disc

COOMBS & SONS (GUILDFORD), Ltd.

JAGUAR 3.4-litre saloon. Borg Warner automatic transmission. British racing green with soft green that a really lovely Jaguar in every respect and quite as good as new, fitted with disc brakes; £1.59.

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1957 Jaguar 3.4 automatic gear box saloon, disc
brakes, B.r. green, biscuit upholstery, radio,

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SHOWROOMS: 18, Berkeley St., London, W.I.

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W.9. Cunningham 5936
1959 sion, disc brakes, 500 miles; £1,750.

RIGHTON & BENNETT, Ltd., Gosport 85314.

1958 (May) 3.4 Jaguar saloon, automatic, discondisc brakes, £2,000 miles, £1,750.

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colour grey, unmarked; £1,595
1957 Jaguar 3.4 automatic radio, special equip1957 Jaguar 3.4 automatic leather, like new;
£1,395.—142. Finchley Rd., N.W.3 (opposite Finchley
dt. Tules Station). Hampstead 9661
1957 Jaguar 3.4. overdrive, radio, heater, biue,
BRITISH & W. W.C.2. Temple Bar 5588. [Cl0271]
1957 Jaguar 5.4. automatic, Reuter seats, radio,
heater, British racing green, low mileage,
as new.

1958 Jaguar 3.4, overdrive, disc brakes, one owner, B.r.g., absolutely as new, fully guaranteed;

FATON MOTOR Co., Eaton Socon 236 (St. Ne EATON MOTOR Co., Eaton Socon 236 (St. Neots). [C2114 1957 (Oct.), one owner, low mileage, finished in grey with blue trim; £1,320.—Bowman's Garage, Weybridge \$265.

BARTLETT.—Jaguar 1956 3.4 saloon, overdrive, one willas, W.I.I. Bayswater 0523.

BARTLETT.—Jaguar 1958. 3.4 special works competition 130 m.p.h. saloon, ull photon will bridge villaguar 3.4 saloon, ull photon 2.7 [C1013 1958]. [C

1938 heater, radio, kept in cotton wool, and maculate, £1,525.

Maculate, £1,525.

Bury, Bucks, Tel. 4727.

1957 26,000 miles, overdrive, disc brakes, radio, wing mirrors; £1,525.

Voking MOTORS (MAYBURY HILL), Ltd., Woking, Surrey, Woking 4277.

1958 Jagust 34 overdrive, disc brakes, radio, one owner, 12,000 miles, exceptional condition throughout; £1,595.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Richard, Lane, Levenshulme, Manchester, 19, (22111 2874).

1975. Tadio, Levensuline, Manchester, 19. Ruscilli 1975. Tadio, Michelin X tyres, 10,400 miles, superlative condition; £1,445. Write for fully description; £0,400 miles, superlative condition; £1,445. Write for fully description; £1,450 miles, superlative priced catalogue. Write for fully description; £1,500 miles, 2041. Open until 8 p.m.: open Sundays 10 a.m. to 1 p.m. Utrestricted hire purchase; exchanges. 1 p.m. 1957 of drive, as new £1,255.—Tel. Mr. Hebeltin, Wessex Motors, Ltd., Andover 2326.

JAGUAR 3.4

1958 3.4 cream, overdrive, diso brakes, under Kingston By-Pass, Sw. 20. Malden 3666-7. [C2113 1957]

1957 (July) 3.4 automatic, radio, one owner, low Motors, Kingston By-Pass, Tolworth Elmbridge 2254, Motors, Kingston By-Pass, Tolworth Elmbridge 2254,

1957 3.4 Jaguar, overdrive, grey/red, 14.000 miles
—Saul & Slatter, Ltd., 44. Alderman's Hill. Palmers
Green N.1.5 Fox Lane 1086
1958 3.4 Jaguar saloon, automatic, disc brakes,
addio, 3 others to choose from exchanges.—
Wessex Motors, St. Cross Rd., Winchester. Tel. 200
Mr. Ingoldby.

1957 Jaguar 3.4 saloon, sun roof, u/drive, etc., one owner, excellent order, written guar.; £1,295.—Clayton; Cars (London). Ltd. 17, Bruton Place, London, W.I. Hyde 9184.

Place, London, W.I. Hyde 9184.

1958 disc brakes, chrome wire wheels, Cotswold blue, grey leather; £1,550.—S. H. Newsome & Co., Ltd., Corporation St., Coventry. Tel. 25061. [C3145]

1958 disquar 5.4-litre saleon, Borg Warner transmission, spot lamps radio and heater, low mileage. British racing green with tan upholstery; £1,395.—Herbert Robinson, Ltd. Cambridge Tel. 4461. [3674]

1958 3.4, special equipment model, fully 38d disc brakes, whre wheels, H.M.V. de luxe radio, elections, when the state of the state of

Colindale 3185.

1957 (August) Jaguar 5.4 saloon, luxuriously equipped, overdrive, H.M. V. radio, heater and earper's to tone, Turo wheel discs, twin fog lamps, a really immaculate example, written guarantee; E1,345; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (C2005 FEBRUARY, 1958, 5.4 saloon, overdrive, disc brakes, tradio, specially built chrome wire wheels with stronger spoke, light converted to Marchal and special lighting on the bonnet, just decorbanised and ports polished, lead bronze bearings fitted. British racing green, Koni shock absorbers, not been raced or field, in superb condition: direct please.—Fembury 324, Kent.

Jaguar 3.4 Care Wanted

Low mileage 3.4 Jaguars wanted.—Pinner Motor Co. Pinner 456. [W3105]

DUNCAN HAMILTON & Co., urgently require Jaguar 3,4s,-33 High Rd., Byfleet 3101.

ROWLAND SMITH'S, the Jaguar 3.4 buyers; highest cash prices.—Hampstead High St., N.W.5. Ham.

JAGUAR XK120

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses showrooms see advertisement under "Jas

DUNCAN HAMILTON & Co. offer:-

1954 KK120 d.h.c., black with biscuit interior, 695.—33, High Rd., Byfeet 3101.

XK120 readster, white, fitted many extras, £399; C2151 1951 XK120 roadster, blue, good hood, sidescreen, and tyres, heater and wireless; £395, Leonard & Charge, Priory St., Tonbridge 2449, [3323]

1954 Jaguar XK120 drop head coupe, radio, Turbo-discs, etc.: £660.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey, Tel. 4873-4. [C2110

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highest cash prices.—Hampstead High St., N.W.S.
Ham. 6041

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1956 Jaguar XK140 drop head coupe, lavender ful condition; 295.
1955 XK140 fixed head coupe, black red trim, 1955 XK140 fixed head coupe, black red trim, head, finned brake drums; 295.—Bath Rd., Slough, 17c., 23121.

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HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.I.I. Finchley 0081 9782.
1955 Jaguar XK140. black, heater, one owner; £62685.—Odeon Motors, Ltd., Bar, 1144, 2028.

PRIVATE 140 roadster. '55, wireless, genuine 20,600 miles, absolutely immaculate.—Walton-on-Thames 540, £795.

1956 XK140 drophead. blue, radio, very sound Garage, Henley-on-Thames 222.

Henley-on-Thames 222.

1956 Jaguar XK.140 hard top, small mileage, wire win exhaust, radio, etc., excellent condition, choice of 2, from £355.

A. FREEMAN, Ltd. Grosvenor Garage, Rusholme Lane, Levenshulme, Manchester, 19.

JAGUAR XK140

1956 Jaguar XK140 drop head coupe, overdrive, concerning the with blue interior; £945.—
Windovers, Ltd., The Hyde, Hendon Colindale 4031.

2845 -1956 'May) XK140, f.h.c. 50,000 miles, containing condition, radio, hester, taxed with the containing condition, radio, hester, taxed with the containing condition, radio, hester, taxed with the containing t

1957, series XK140, drop head coupe, overdrive, before the stress that the stress that the suckases, many other extras, low mileage; £1.095, —Elmbridge Motors, Kingston By-Pass, Tollworth, Elmbridge 2254.

Pass, Johnson M. Scholler, S. Pembridge 2294.

Dartikert: — Jaguar XK140, 1956. f.h.c. 14,000 miles; Jaguar XK140, 1956. f.h.c. 14,000 miles; Jaguar XK140, f.h.c., se, overdrive, wire wheels, radio, one owner, £895; Jaguar XK140, f.h.c., 1956. s/e, overdrive, radio, etc.—27. Pembridge Villas. W.11.

Edward OS23.

Jaguar XK148 Cars Wanted

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1959 Jaguar XK150 hard top, new and un DUNCAN HAMILTON & Co offer:-

1958 XK150 f.h.c., 7,000 miles, special equipm trakes, Koni shock absorbers etc.; £1,550.—53, 1 Rd., Byfleet 3101.

1958 (Sept.) XK150 f/h coupe, pearl grey, upholsiery, special equipment, disc brackets and the special equipment, disc brackets (£1,578,0c, marchal tog, and driving lampes; guar eeed; £1,578,0c, marchal tog, and driving lampes; guar eeed; £1,578,0c, marchal tog, and driving lampes; guar eeed; £1,578,0c, marchal tog, and driving lampes; guar eeee; £1,578,0c, marchal tog, and driving lampes; guar eeee; £1,578,0c, marchal tog, and driving lampes; guar eee.

eed; £1,575. C. ENGLISH. Ltd., Poole Rd., Bournemouth 20731. F. ENGLISH. Ltd.. Poole Rd.. Bournemouth 2073].

1958 xK150 fixed head coupe, automatic transgrey, 13,000 miles; £1,595.—S. H. Newsome & Co., Ltd., Corporation St., Coventry. Tel. 25651. [C3145]

XK150 Jaguar 1988 hard top, special equipment with overdrive. Cotswold blue with dark blue interior. 1,900 miles, one careful owner; £1,650.—Tel. Lee Green 1072. 150 fixed head coupe, special equipment, discovered by the control of the control o

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DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)
HENLY House, 385, Euston Rd., N.W.1 (Euston 4444.)

MANCHESTER (Blackfriars 7843).
BOURNEMOUUTH (Bournemouth 20678). HOUNSLOW (Hounslow 3454).

CINCHLEY (Finchley 0081).

NIORTH FINCHLEY (Hillside 6666).

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1949 Jaguar Mark V. cream. perfect throughout:
Broadway, N.W.2.
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JAGUAR XK120 fixed head coupe, really exceptional condition, grey/red interior, wire wheels, etc., £655, 1954 Jaguar Mark VII saloon, grey/red leather, NEO CORNER, Romford, Essex. Tel. Hornchurch 4881, 2

BROOKLANDS OF BOND STREET. 1958 (Nov.) Mark VIII saloon, automatic, one 1956 winer. 7,000 miles.
1956 Mark VII saloon, automatic, one owner.
103. New Bond St., London, W.I. Mayfair 8551.

1055 Mk. VII M in black with red leather uphol-stery, fitted overdrive and radio: a one owner vehicle supplied and maintained by us; 24,000 miles only; £745; a similar vehicle in powder blue;

2695.4 series Mk. VII, finished in nattleship grey with red upholstery, fited radio, exceptional condition; £555.

KJ MOTORS, Ltd., Widmore Rd., Bromley, Ravens-marked bourne 3456.

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1958 Jaguar Mk. VIII automatic. two-tone grey, blue hide, H.M.V. radio, 8,000 miles only, 1957 Jaguar Mk. VIII automatic, two-tone grey, grey hide. H.M.V. radio, one owner, outstanding value; £1,145

1956 Jaguar Mk. VIII automatic. blue, grey in new condition ide. low mileage, well maintained car in new condition ide. low mileage, well maintained car another exceptional car; £695.

1957 Jaguar 24, grey, grey hide, overdrive, 14,000 miles only, immaculate condition; £1,125.

1956 Jaguar 24, grey, grey hide, overdrive, 14,000 miles only, immaculate condition; £1,215.

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1956 Jaguar 24, grey, grey hide, overdrive, 14,000 radies only, immaculate condition; £1,215.

1957 Jaguar 24, grey, grey hide, overdrive, 14,000 radies only, immaculate condition; £1,215.

1958 Jaguar 24, grey, grey hide, overdrive, 14,000 radies only, immaculate condition; £1,215.

1958 Jaguar 24, grey, grey hide, overdrive, 14,000 radies only, immaculate on ditton; £1,215.

1958 Jaguar 25, grey, grey hide, overdrive, 14,000 radies only, immaculate on ditton; £1,215.

1958 Jaguar 25, grey, grey hide, overdrive, 14,000 radies only, immaculate on ditton; £1,215.

WARWICK WRIGHT, Ltd., offer:-

1946 (Dec.) Jaguar II.-litre saloon, metallic grey, Warwick WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

MONTROE MOTORS (N. H. BOSWELL), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buck-hurst 1171-2. (C3088

Lepping rew Rev. B., School, Welwyn By-Pass, Herts, ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-5, offer:

1957 Jaguar Mark VIII automatic, as new, low mileage, guaranteed at £1,425, 1958 Jaguar 3.4 automatic, black, red interior, in £1,550, (21001)

1948 Jaguar 314-litre saloon, fitted heater, roof and fuggage rack; £275.—Box 3838

1951 Jaguar Mark V, black, good condition: £350.

John's Garage Gomshall. Shere 204.
(C3157

1958 Jaguar Mk. VIII, two-tone blue, automatic miles only in brand new condition throughout; £1.495. (October) Jaguar Mk. VIII, grey, red hide miterior, fitted overdrive, etc., indistinguishment, and the miles of the miles of

952 Mark VII radio, heater, excellent car; £395.

950 Jaguar Mk. V, above average condition; £295. LINCOLN STREET MOTORS (B'HAM), Ltd., Lincoln St., Balsall Heath. Tel. Calthorpe 3751-2-3. (C3153

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JAGUAR Mk. V 1950, radio/heater, grey, 2 owners, 250 engine overhaul; £250.—Chertsey 2598, after 13422

1730 terior, 16.000 muse are 18. Luton. 1et. H. MOSS (GARAGES), Ltd., Park St., Luton. 19. H. MOSS (GARAGES), Ltd., Park St., Luton. 19713 FEWITTS GARAGES specialise in Jaguar cars 20 exchange, consult us now.—High St., Amblectoe. Stourstriege 5153 April) Mark V Jaguar 34—litre coupe (211952 ally show model, owned and first registered by Henlys, cream, red interior, fitted leopard skin covers, etc., a most elegant car with a great performance; must be seen, any trial or test: £450.—Saxon, 48, Grafton Way, W.l. Euston 5555. Evenings Bermondey 2746.

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68, North Row, Marble Arch, W.1. Hyde 2515.

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1959 Metropolitan, hard top, green/cream, htr., rdo., 4,000 only; £695.
10-12, Peter St., Manchester, 2. Bla. 9265-6-7. [C2020]

H. BEART & Co., Ltd., offer:-

1958 Metropolitan fixed head coupe, in duo red/
ivory, radio, heater, one owner, low mileage;
£635.—102. London Rd. and High St., Kingston-onThames. Kingston 3346. (C1081

Thames. Kingston 5348.

AUSTIN Metropolitan, January 1959, genuine mileage, under 1,000. £635.

C W MOTORS, Ltd., Queens Head Garage, MOTORS, Ltd., Victorial Confession of the Confession of th

1958 Austin Metropolitan convertible: £675, or 20018 £20 deposit and 36 h.p. monthly instalments COODEN ENGINEERING Co., Cooden, Bexhill. Tel. Cooden 600. [3670

£580 —Metropolitan late '57, 12,000m., vellow/ white H/T. many extras, taxed Dec., immac. -How, 2071 [3463 1958 Metropolitan hard top, 5,000 miles, yell white; £630.—Goodall, 139, Bellevue

1958 Metropolitan convertible, stylish and snappy:

London, S.E.S.
[359]

1959 (Feb.) Metropolitan convertible, cream/special features. 3,000 miles: £700.—Spurr, Thurle Hopton Lane, Mirfield, Yorks. Tel. 3375.

ROWL/AND SMITH'S, the Metropolitan buyers:
highest cash prices.—Hampstead High St., N.W.3.
[W018 / R

M.G. MIDGET

1947 M.G. TC sports 2-seater, recent reconditioned engine: £325.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn. Tel. Gladstone 7175.

[C1072] HAROLD WEBB MOTORS, Ltd.

1953 M.G. Midget TD 2-seater sports, B.r. green/ beige leather, heater, chrome carrier, many extras. specimen car; £495. RONEO CORNER, Romford, Essex. Tel. Hornchurch 49891/29

A. E. WITHAM, M.G. specialists, offer:-

A GOOD selection of used M.G. cars with 5 months' written guarantee.

H.P. and part exchanges welcome, we maintain one of the largest stocks of M.G. spare parts back to 1930 Midgets, a prompt c.o.d. service and a fully equipped workshop awaits you at Queens Garage, 152-4 Queens Rd., Wimbledon, Liberty 3083.

. E. WITHAM, M.G. specialists, offers:-

A. E. WITHAM, M.G. specialists, offers:—

1953 M.G. TD II, grey/red, many extras, low mileage, fine car; £485.

1950 M.G. TA, cream/red, possibly the finest ound; £345.

1938 M.G. TA, cream/red, possibly the finest example; £245.

1936 M.G. PB, red, maintained regardless of cost; £185.

H.P. and parte exchanges welcome; we maintain one of the cost of M.G. spare parts back to 1930 M.G. the cost of M.G. spare parts back to 1930 M.G. the cost of M.G. spare parts back to 1930 M.G. the cost of M.G. spare parts back to 1930 M.G. the cost of M.G. spare parts back to 1930 M.G. the cost of M.G. spare parts back to 1930 M.G. the cost of M.G. spare parts back to 1930 M.G. the cost of M.G. spare parts back to 1930 M.G. the cost of M.G. spare parts back to 1930 M.G. the cost of M.G. spare parts back to 1930 M.G. spare

PARADE MOTORS (MITCHAM), Ltd., offer:

1958 M.G. A. blue grey, one owner, beautiful condition throughout: £850
1957 M.G. A. black-red, fitted detachable hard top, heater and many other extras, low mileage, in really superb condition: £785.
1955 M.G. TF 1500cc, red/red, radio and many other extras, immaculate condition: £610.
1949 M.G. TC, red/red, full tonneau, etc.; excellent condition throughout: £355.
1947 M.G. TC, green, excellent condition throughout: £352.
1948 M.G. TC, green, excellent condition throughout: £355.

PARADE MOTORS (MITCHAM). Ltd., Monarch Parade, London Mitcham 5392 7188.

KEEN CARS, Ltd., 126-128, Old Kent Rd., S.E.1.

OFFER one only M.G. sports TC, kept in an immaculate condition regardless of cost, beautiful red cellulose, new beige hood, fitted spot lamp, parking lights, rear chrome luggage grille, fitted collected wheels on rear, brand new steering models to complete overhear at a complete overhear at a conference of the conferenc

220 0.11st Exo and 50 h.p. Tel. (200 0.1st Exo and 50 h.p. Tel. (567) 1.557. (568) 1.557. (568) 1.557. (568) 1.557. (568) 1.555. Mr. Mitchell. (568) 1.555. Mr. Mr. Mitchell. (568) 1.555. Mr. Mitchelll. (568) 1.555. Mr. Mitchell. (568) 1.555. Mr. Mitchell. (568) 1.

Mitchell.

1953 M.G. TD. British racing green, immaculate condition throughout, taxed, few extrass. new hood: £475.—Tel. Wickford, Ex. 3021.

1930 - 40 M.G. T. sports type 2-seater, excellent south of the seater of the seater

extras much admired; £435.—Molesey (Middlesex) [5660]
1947 TC M.G., really immaculate condition throughout, any trial or inspection well-comed; £360.—Kenneth Nutt, Station Road Garage, East Grinstead, Tel. E.G. 12.
57 Sgns.—M.G. Midget 1954 TF 2-seater, red. [3550]
sminsed eather, one careful owner, small mileage, spare ministed material owner, small mileage, spare smith—Below.
39 Sgns.—M.G. Midget 1954 TD 2-seater, red. passon sparent material mate

Helow ms.—M.G. Midget 1939 TA Tickford drop head.

195 vory very good condition; terms, exchanges;
list; open 9-7 week-days and Saturdays.—Rowland
Smith, Hampstead (Hampstead Tube). Hampstead
(Colle

285 where 39 week-days and Satulus's Familians and the control of the control of

M.G. Midget Cars Wanted

ROWLAND SMITA'S, the M.G. Midget buyers highest cash prices —Hampstead High St., N.W.3 [W4018]

M.G. MAGNETTE

LEX 1957 M.G. Magnette Varitone, low mileage: £875. LEX GARAGES, Ltd., High Rd., Wembley, Middx, 15609

1955 Magnette saloon in Royal tan with grey up-stery. 26,000 miles, in excellent condition;

E675.—Below, 1955 26,000 miles, an excellent condition: £ -Boorers Garage, Worthing 5467 TOM GARNER, Ltd., offer:

1955 (Oct.) M.G. Magnette sln., black, htr., 24,000; £695. 10—12. Peter St., Manchester, 2. Bla. 9265-6-7. PEERLESS MOTORS offer:-

1958 (August), black green trim, seat covers, 8.000 miles, as new; £975.—Bath Rd., Slough, Tel. (C3163 HAROLD WEBB MOTORS, Ltd.

1957 M.G. Magnette Varitone, attractive, 2-tone green, one owner; £875.

RONEO CORNER, Romford, Essex. Tel. Hornchurch 48981 2. (24148) H. BEART & Co., Ltd. offer:-

1956 M.G. (Magnette) saloon, steel blue with black leather, low mileage: £765.—102, London Rd., and High St., Kingston-on-Thames. Kingston 33.18 n Rd., and High St., Kingston-on 3548. GRAY & Co., Ltd., Guildford.

(July) M.G. Magnette Varitone, blue, moderate mileage; £895.—Stanley Godfrey & Company, Onslow St. Guildford, Tel. 67269. [3777]

1957 (Oct.) M.G. Magnette (manumatic) saloon, grey, black upholstery, radio and heater, 10,000 miles; 2850. WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050.

1955 M.G. Magnette, one owner; £655. MONTROE MOTORS (N. H. BOSWELL). 91-95.
Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2
COOMBS & SONS (GUILDFORD), Ltd.

COOMBS & SONS (GUILDFORD), Ltd.

M.G. Magnette saloon (not the Farina line), the Varitone model, finished in two shades of light and dark green with black hide upholstery, fitted with a heater and other refinements, delivered new to a customer in October 1935 but never used; the mileace to mides 50 miles is the delivery mileage to Devon and new but registered, taxed for the year; there's another similar one advertised in a motoring journal for \$1.250, we are asking a modest price for ours, complete with a full guarantee, \$1.095.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd. Guildford, Survey, Guildford 62907. (10057)

1955 (April) M.G. Magnette, green/beige trim, 15,000 miles 5 new tyres, outstanding performer; 2669—104 High Rd., Chiswick 2725/5870. [C1014]

1957 M.G. Magnette, Manumatic, black and grey with red interior; £935.
HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12. Hilliside 6666.
CMI CAR SALES (Primrose 6623) offer:—

1955 M.G. Magnette, grey, low milage, radio, immaculate condition: £695.
months' guarantee; terms, list on application.—
Swiss Cottage, Finchley Rd. N.W.3. [Cl03]
FAGLE MOTORS (NORWOOD), Lid. offer:—

£655???—1956 model M.G. Magnette. green, new factor of tyres, good condition throughout.—1124-68. (C2140 UNIVERSITY MOTORS, Ltd., offer with guarantee:—

1957 M.G. Magnette Varitone saloon, ivory and red with red upholstery, 7,000 miles; £975.—80, Piccadilly, W.I. Grosvenor 4141.
1956 M.G. Magnette, black; £750.—Isleworth 5322.
1955 M.G. Magnette, one owner, maintained regardless, excellent condition; £665.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage A. Levenshulme, Manchester, 19, Ruscholms (2274).

1974. The Lane. Levensnume. Manchester. 19. Rushing 1974. The McG. Magnette, finished in M.G. red, heater, one owner: 2795. Tel. Burgh Heath 2856. Reigate Rd. Epsom. 1954. Screenwash, taxed year: £565. THE BLACK HORSE GARAGE. 174-176. Sheen Rd. Richmond 5441. WAGSTAFF Ltd. Tottenham 1957 (May) M.G. Magnette varifone, green radio, one owner excellent condition: £545.

1954 M.G. Magnette, in steel grev with grey hide
WOODTHORPE GRAGE, Lid. Woodthorpe
Mapperley, Nottingham. Tel 65508, 198
1958 M.G. Magnette, black, low mileage, immaculate throughout; £345.—Hillside 5244.
(C3120)

N Eng

1954 Magnette saloon. excellent condition: Park 970

1958 Magnette Varitone, beige and maroon, heater, EXPRESS MOTOR & BODY WORKS, 150. Goswell Rd., E.C.1. Clerkenwell 4425.

M.G. MAGNETTE
1956 series M.G. Magnette, black, heater, radio, easy terms, Thanet (1652) 21883. M.G. Magnette, black: £725.—John Campb 4441.6865. M.G. Magnette, 416. Holloway Rd., N.7. Nor 1956. M.G. Magnette, grey, radio: £475.—A. Gray Fig. 2885. Company, 7-8. Woodbridge Rd., Guildfor owner. granteed; 6925.

1958 (April) MG, Mannette Varitone saloon, black moderate mileage and in most instructured in throughout and guaranteed; 2985.

A TWOOD GARAGE. Altwood Rd., Maidenhead. A LTWOOD GARAGE. Altwood Rd., Maidenhead. A LTWOOD GARAGE. Altwood Rd., Maidenhead. A LTWOOD GARAGE. Altwood Rd., Maidenhead. Street, Maidenhead. Tel. Littlewick Green 70: evenings and week-ends. Littlewick Green 70: evenings and evening evening for even

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OWLAND SMITH'S, the M.G. Magnette buvers:
highest cash prices.—Hampstead High St., N.W.5.
Ham. 60-31
HF 534, Upper High St., Epsom. Tel. Epsom 5611.
MAGNETTE saloon required, near new: immediate payment.—Greenways, 51, Alresford Rd., Windester.
OF small-mileage M.G. Wasnette chester.

NEARLY new or small-mileage M.G. Magnette
Magnette Conis, Ltd., 246-252, Deansgate. Manchester. 3. Tel.

Deansgate 3325-6.

BOON & PORTER, Ltd.

BOON & PORTER, Ltd.

1958 (Aug.) M.G. A I h coupe, blue, 5,000 miles, sa new; £875.

CASTELNAU, S. W.13. (Nr. Hammersmith Bridge.) Riverside 4949.

UNIVERSITY MOTORS, Ltd., offer with guarantee: 1958 M.G. A coupe, red with black upholstery, lugsage carrier, twin log lights, 6,000 miles; £975.—90. Piecadilly, W.1. Growing M.G. A coupe, 10,000 miles, immaculate; 1958 £985.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance 4dams Row), Mayfair, W.1. Gro. 68036.

M.G. A hard top, 5,000 miles, extras,—Wessex, Mr. Paull.

1958 M.G. A hard top, 5,000 miles, extras,—Wessex, Mr. Paull.

1958 M.G. A brid for St. Cross Rd., Winchester, Tel. 5555, Mr. Paull.

Mr. Paull.

BARTLETT.—M.G. A twin cam. May 1959, 400 miles only, many extras: £1,095.—27, Pembridge Villas, W.11. Bayswater 0523.

W.11. Bayswater 0523. [C1013]

M.G. A. 2-seater roydsfar. 1958. mileage under 500;
M.G. A. 2-seater roydsfar. 1958. mileage under 500;
Bellow C. Standard C. Stand

1958 hard top, one owner. 7.000 miles, heater, washers, spoilishts, as new: £895.—Chipstead Motors, 142. Holland Park Ave., London, W.11 Park 3435 7 M.G. A hard top, many extras, one Criode 1957 blue with black leather, woucher servouner original condition; all facilities: part exchanges.—1, 8, Monro, Newbury Rd., Andover 5672-3. (C5150 £695.—M.G. A. 1956 beautiful condition, fog lamp, M. 1956.—M. 1956.—Lamped of the servounder of the servounders of the servounders

ROWLAND SMITH'S, the M.G. A buyers: highest cash prices.—Hamsteed High St., N.W.3. Ham, 194018 R

M.G. MISCELLANEOUS

OSCAR MOORE offers:—

M. G. 1½-litre saloon 1949, black, seat covers, engine completely rebored and reconditioned, brakes and steering overhauled, terms and exchanges; £365, 204 Ballards Lane, Finchley, N. 3. Finchley 2920. [3438] SEYMOUR & CLEMENTS offer:—

CHOICE of 2 M.G. Y saloons; 1950 (Nov.), metallic grev and 1951 (Aug.), black and red, bod. excellent condition, any exam. from 2365.—38. Watford Way, Hendon Central, N.W.J. Hendon 9111. [C3007]

1956 Magnette saloon, duo-tone, completely rebuilt; 277. TC, green, immaculate, retrimmed; 2565.

1947 TC. green, immacutate, retriumes,
TOULMIN MOTORS, 545, Staines Rd., Hounslow,
Middx, Tel. Hou, 2235, 3456.
UNIVERSITY MOTORS, Ltd., guaranteed cars
always available.—SO, Piccadilly, W.1. Grosvenor
[0396-R]

BEARTS OF KINGSTON, M.G. specialists,—Sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082 R

Language Control of the Control of t M.G. Miscellaneous Cars Wanted

ROWLAND SMITH S, the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018 R

6041.

S. H. RICHARDSON & SONS, Gold Star Garage, Moor
S. Lane. Staines. Colinbrook 2259.

Any model, any year, any condition: cash on the spot, part exchanges, h.p. accounts settled. [Wal51 Selling your M.G.? Then call or telephone Popesarove 2912.—Wates Garages, 110. Staines Rd...

Twickenham. [2253]

URGENTLY required, 1947-59 M.G. saloons and 2seaters.—Gibsons Sports Cars, Lyndhurst Rd.,
Christchurch, Hants. Tel. Highcliffe 2275. [W2109]

TOULMIN MOTORS.

M.G. specialists

Solely M.G. cars, sales and repairs; most comprehensive range of M.G. spares in the country; complete range of reconditioned engines always in stock; largest c.o.d service in the country; open Monday to Saturday.

TOULMIN MOTORS, 545 Staines Rd. Hounslow, Middx. Tel. Hou. 2238 and 3456.

UNIVERSITY MOTORS, Ltd.—Largest atocks of M.G. spares outside the factory.—7. Hertford St. London, W.I. Gros. 4141.

RAYMOND WAY offers:

RAYMOND WAR DURIS.—

1955 Morgan Plus 4 sports 2-seater, in cream with red interior; this car being the finest of its kind on offer anywhere to-day; mileage is only 9,000; no expense has been spared in maintaining this car; unrepeatable; 568gns.

300 first-class cars to choose from.—Raymond Way Motors, Kilburn, N.W.6. Maida Vale 6044, [3373]

. F. DOVE, Ltd., offer:-

1954 Morgan 2-seater sports, TR engine; £450.— S.W.19. Tel, Liberty 3456. (C1077 B. J. HUNTER, Ltd., Austin agents, offer:—

1955 Morgan Plus 4 sports 2-seater, remarkable condition; £575 B. J. HUNTER, Ltd., 22, Cricklewood Broadway, (C2040

PARADE MOTORS (MITCHAM), Ltd., offer 1954 Morgan Plus Four 2-seater, red.black, Vanguard engine, in immaculate condition; 2475 PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey Tel. Mitcham 5392/7188.

MORGAN 4/4, late 1956, 17,000 mile, immaculate, host extras taxed; £450; h.p. arranged.—Box [5487]

ROWLAND SMITH'S, the Morgan buyers: highest cash prices.—Hampstead High St., N.W.S. Ham. BASIL ROY, Ltd., require for cash or part exchange for any make.—161, Great Portland St., W.1 Langham 7733.

Langham 7733.

Morgan Spares and Service

BASIL ROY, Lid., official spare parts stockists, service and repairs.—161. Great Portland St., W.1.
Langham 7735.

MORRIS MINOR

LEC

1957 (July) Morris 1000, 2-door de luxe saloon, used very considerately, recorded 13,000 miles, just decarbonised, impecable throughout, £548; curus. exchanges.—The Lorraine Eng. Co., Lid., 29-30, Mews. Queens Gate, S.W.7 Knightsbringe 6861-2-3

G. S. HALL, Ltd., offer:-

1959 (mod.) very low mileage; choice of 2; full files of cetails on request.—302-306. King St., W.6. Riverside 2881.

WARWICK WRIGHI Ltd. offer:—
1950 Morris Mino-convertible, beige, radio and WARWICK WRIGHT [1d. 393 Edgware Rd., N.W.9 Gladstone 7041]

COLINDALE SERVICE STATION, Ltd., offer:-

1955 Morris Minor Traveller, blue coachwork with recently interior to match, reconditioned engine enternated and the reconditioned engine and maintained; £485.—155.159, £dgware Rd., don, N.W.9. Tel. Colindale 6122, 6174.

JARVIS OF WIMBLEDON.—100% B.M.C. dealers.

1958 Minor 1000 4-door, £615: 1957 1000 com-Morris House, Morden Rd., S.W. 19. Lib. 8221. Canada S.W. 19. Lib. 8221. University Morris Lib. 8221. C2006 University Morros, Ltd., offer 846.

1958 Morris Minor 4-door sa'oon, black with red upholstery, heater, 15,000 miles; 4 months' 1955 upholstery, heater, 27,000 miles; 4 months' 1955 upholstery, heater, 27,000 miles; 4 months' guarantee; £455.—80, Piccadilly, W.1. Grosvenor 4141, 2598

1956 Minor saloon, heater, immaculate, guaranteed; 455.
1953 Minor saloon, heater, magnificent, guaranteed; 2525
1951 Minor convertible, reconditioned engine, heater, magnificent, guaranteed; £310.
Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519, [C4073]
1955 Morris Minor 4-door de luxe, guaranteed, £395.
ALSO 1955 Minor saloon, one owner, guaranteed; £395.

LSO 1953 Minor saloon, one owner, guaranteed; ALSO 1950 Minor convertible, guaranteed; £320.—A LSO 1950 Minor convertible, guaranteed; £320.—A LSO 1950 Minor saloon, 4-door de luxe, lC30309 1956 Morris Minor saloon, 4-door de luxe, black minaculate condition; £510 Morris Minor saloon, 4-door de luxe, green, one owner, excellent condition; £455; 3 months' written guarantee.—MET Garages, 403, Kilburn High Rd, Tel, Malda Vale 4801. (C3151

1957 Morris Minor 1000, heater, radio; choice of £535.—Hounslow 5532. [C2049]

1957 Morris 1000 4-door de luxe, black, beautiful condition; £575.—Torquay 22559. [3636] MORRIS Minor 1000 convertible de luxe, July 1958, heater, extras; £585.—Park 6941. [3710

1957 model 1000 2-door de luxe, heater, taxed. 15,000, perfect; £535.—Kilburn 0168.

1952 Morris 4-door, immaculately clean; £395.—
Steele Griffiths, London, S.E.S. Rodney 2201.

1957 Morris Minor 2-dr. de luxe saloon, dars, soon; £5:6e, grey leather, heater, spots 09 coming 1957 Morris Minor 2-dr. de luxe saloon, black, grey leather, heater, radio; £5:56, MICHAEL CHRISTIE MOTORS, Bleester Rd. Aylesbury, Bucks. Tel. 4727. CONVERTIBLE!! Superb condition, heater: £350; terms possible.—45, Shirehall Park, N.W.4. Hendon, 7755.

1955 Minor saloon, one owner, new tyres. can be seen London by arrangement; £450 0.n.o.—
Tel. Sevenoaks 61601. Tel. Sevenoaks 61601.

1959 Minor Traveller de luxe, delivery mileage.—
Autowork, Ltd., Southgate St., Winchester, (C1010

Tel. 4965.

1956 Minor 2-door saloon, one careful owner; exchanges, terms.—Palmers. Park (C303)

1956 Minor, black, de luxe, one owner, excep-£495 o.n.o.—Hornchurch 49811. [365] 1957-8 Morris Minor 1000 Traveller, green, heater, immaculate condition; £665.—Tel. Leytonstone 5703.

1956 Morris Minor 4-door de luxe, extras, immacu-late; £525.—Harrison, 92. Long Ley, Harlow Essex. Epping 3204.

Essex. Epping 3204.

1956 Morris Minor 4-door de luxe saloon. Clarendon grey with red interior, excellent throughout:

1957 morris Minor 4-door saloon, black with red upholstery, a very smart example; 4550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220.

Cricklewood Broadway, London, M.W.2 Gladstone (2200-220.)

1956 morris Minor 4-door de luxe, Clarendon grey, 1956 morris Minor Cres. Dudley, Worcs. [3484-45. Bridgewater Cres. Dudley, Worcs. [3484-40.]

1957 minor 1000 sal., green, 2-door, extras, heater, 1957 minor luxed; ES20.—Tulley, Derwent 2506. [3225]

1957 Minor Traveller, grey, de luxe, one owner, low mileage: £610.—Wray Park Garages Ltd., Reigate. Tel. 2263.

Ltd., Reigate. Tel. 2265.

1958 Minor, 6,000 miles, as new; £595.—Smith & Hunter, 376, Kensington High St., W 14
Western 2312.

Western 2312.

1958 Minor 1000 convertible light green, heater, 12,000 milet, virtually as new: £585 Effon (7215)

1956 Series Morts Minor 4-door de luxe salcon (1015)

1956 Clarendon grey, one owner, excellent condition: £485

tion: £482 — Maxword Barbard B

buyers: N.W.3. 4018.R

1959

£875 Middx. [3609 ey up-dition; £675. [3574

24,000; 7. 1C2020 8,000

Tel. [C3163 2-tone church C4148

Kingfrey &

saloon, heater, John's 6050. [C4045 91-95. Buck-(C3088

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n. new 124-6a. [C2140 ntee:— 2975.— |3596 h 5252. |C4106 ned re-Surnage isholme [C2111 heater,

Epsom. heater, n Rd. (C1116 tenham lev: - radio. (C2058 ev hide ; £595 Drive. (3617

[3617]
10. im10. im-

Goswell [3299

1957 (June) Morris Minor 1000, black. 4-door de Luxe. 10.000 miles, full B.M.C. warranty: (C3127

MORRIS Minor tourer, 1949, black, extras; £325.

—Bradstock Motors. 1, Chase Rd., Acton. Epsom 5696, and London Rd., North Cheam, Fairlands 6283.

[C1090/1

1956 Morris 1000 2-door, black, Downton engine conversion, 8.8 compression, twin carbs, H.F. sliencer and carbs, anti-roll bars, 4,000 since conversion; below, minor 2-door, black, heater, one owner; £455.

1956 —Wray Park Garage, Ltd. Reigate 2263, 13802

MORRIS Minor convertible 1955, grey, radio and heater; £435.—Bradstock Motors, 1, Chase Rd., Acton, Epsom 5696; and London Rd., North Cheam, Fairlands 6283. (C1090

MINOR 1000, '57, green, de luxe model, one owner; £565; part exchanges, cars or motor cycles.— Swillesson 4869 and 3934.

1951 Minor tourer, green with beige interior, ex-etc.—Automo, Ltd., 229, West End Lane, Hømpstead, N.W.6. Hampstead 3430.

£425 -1954 Morris Minor convertible, light green, recon, ergine, heater, superb condition throughout.—Autosnips, 5, Balham High Rd., [C1009]

1957 (Nov.) Minor 1000, one owner, many ex-tras, service history available; £575.—Ward & Co. (Putaey), Ltd., 5, Upper Richmond Rd., S.W.15. Vandyke 1077.

Vandyke 1077.

1955 Morris Minor convertible de luxe, low mileage, exceptional condition, fastidious owner; £450.

L. F. Dove (CV), Ltd., 56-96, Lower Addisrombe Rd., Croydon. Add. 3131.

1955 Morris Minor Traveller de luxe, in most imaculate condition throughout; £510.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26.

Sydenham, 6129.

NO deposit h.p. terms available on a wide range of vehicles.—Shepton Mallet Transport, Ltd., 58, Wilson St. Finsbury Sq., London. E.C.2. Tel. Monarch (24157

1958 Morris Minor 1000 4-door saloon de lux. 1958 in sage green, green hide upholstery, factory fitted heater, overriders, etc., one owner, speedo 19,237; 615.—Per. 4404.

101.5 Per. 4404. [C104.2]
105.8 Minor 1000.2-door de luxe saloon, low mileage, specific proposition of the saloon low mileage, con-Thannes. Kingston 8885. [C104.2]
105. — 1949 Morris Minor, green, fawn upholstery, perfect condition throughout.—Hillwood Motors, Wattord Way, London, N.W.7. Mill Hill 4256. [C2108.]

Open till 8 p.m. [C2108]

1958 speed conversion, genuine high performance car, not raced; £675.-Ring Mr. Bailey. Wessex Motors, Italy, Andover 2326.

1958 heater, excellent order; written guarantee; E595.-Clayton's Cars (London). Ltd., 17, Bruton Place, London, W.I. Hyde 2184. [C1050]

London, W.1. Hyde 194.

London, W.1. Hyde 194.

595 Rss.—Morris Minor 1957 1000 de luxe Traveller, come owner, excellent condition; written guarantee; terms. exchanges.—Ro viand 6 min. 1956

405 Carefully used: written guarantee; terms. exchanges.—Rowland Smith. 1956

Carefully used: written guarantee; terms. exchanges.—Rowland Smith. 1950

Lareful owner, excellent condition; written guarantee; choice of 5.—Rowland Smith. below.

445 Rss.—Morris Minor 1955 saloon, heater, one guarantee; choice of 5.—Rowland Smith. below.

445 Fully used, written guarantee; terms, exchanges.—Morris Minor 1952 saloon, heater, careful owner, excellent condition; written guarantee; choice of 5.—Rowland Smith, below.

345 Rss.—Morris Minor 1952 saloon, heater, careful owner, excellent condition; written guarantee; terms, exchanged fully used, written guarantee; terms, exchanged Smith, Hampitead (Hampitead Tube). Hampitead (6041)

MINOR 1000 1958 2-door de luxe model saloon with heater, Clarendon grey, first-class condition, one owner. B.M.C. guarantee; £575.—West London Motors. 205, Fulham Palace Rd., W.6. Fulham 0066. [C4095

1958 Morris 1000 corvertible, cream, Alexander conversion, heater, tog lamp: £595.—Lankester Engineering Co., Ltd., 80, Victoria Rd., Surbiton, tel. Elmbridge 1184. [0046/R]

tel. Elmbridge 1184.

£295.—1949 (Oct.) Morris Minor convertible, new tyres, excellent condition; terms, exchanges.

—D. Margulies, Ltd., Shaftesbury Mews, Stratford Rd., W.8. Western 5982/2616.

£21955 Morris Minor 2-door de luxe saloon, in gleaming black with deep red leather upholstery, fitted heater, bumper, overriders, etc., an immaculate one-owner model obviously well cared for, speedo 28,087.—Per. 4404.

ROWLAND SMITH'S, the Minor buyers; highest cash prices.—Hampstead High St., N.W.3, Ham, 6041.

BEST cash or exchange price.—Premier Motors, 295, Lewisham High St. S E.13. Lee Green 1051

MORRIS Minor 1000 Traveller's car required, nearly new.—Greenways, 81, Airesford Rd., Winchester. [W4087 GOOD condition Minor required immediately.— Morley, 13. Coombe Rd., Kingston. Kingston. [W3016]

CAR MART, Ltd.

OFFER with six months' guarantee

£650.—Morris Cowley saloon, heater, reg. 1957/8.

CAR MART Ltd., 320. Euston Rd., N.W.1. Euston (Clo39)

BEST cash or exchange price.—Premier Motors, 295, Lewisham High St., S.E.15. Lee Green 1051.

H A. SAUNDERS Ltd.

1957 Morris Oxford saloon, duo-black grey, red upholstery, recorded mileage 11,479, heater:

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092 RAYMOND WAY offers:-

1954 Morris Oxford de luxe, in birch grey with red interior, probably the finest of its kind on offer to-day, mileage only 11,000, htr.; unrepeatable, 4896re. 300 first-class cars to choose from.—Raymond Motors, Kilburn, N.W.6. Maida Vale 604

WARWICK WRIGHT, Ltd., offer: -

1955 Morris Oxford saloon, grey, heater: £550

WARWICK WRIGHT, Ltd.. 393, Edgware Rd.. N.W.2 Gladstone 0041. [C4137 WEYBRIDGE AUTOMOBILES offer:-

1958 Morris Oxford saloon, grey red interior. 12.000 miles, heater, wing mirrors, fog lamp, excellent condition throughout: £775.
WEYBRIDGE AUTOMOBILES. Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, Ext. 20,000

1957 (August) Morris Oxford, 11,000 miles; £755.— Woodcote Motor Co. Ltd.. Epsom 1234. [C4145

1954 (Oct.) Oxford Traveller, green, excellent condition; £450.—Harold Hamblin Cars, [C2143]

1954 Morris Oxford, clarendon grey, red leather, loose covers, heater, etc., immaculate condi-McLAREN & COX, Ltd., 928. High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8, CX033

1958 Morris Oxford saloon, two-tone, owner; Western St., Aylesbury, Bucks, Tel. 2264-6, 15544 Oxford Series II, 1956 with heater, Clarendon grev, taxed year, one owner, very good condition; extended to the condition of the cond

Morris Oxford, black, heater, low mileage,

Morris Oxford, black, heater, low mileage,

King Motors, Ltd., Ford Dealers, Mitcham Lane,

S.W.16. Streatham 3135-4-5.

1957 miles, heater, screen washers, immaculate; meles, heater, screen washers, immaculate; 6865.—R. 8. Mead (Sales), Ltd., 42, Queen St. Maidenhead. Tel. Maidenhead 3431-2. [C301]

MORRIS Oxford 1955, 37,000 miles, careful owner, 100% car, heater, grey: £495.—Bradstock Motors, 1, Chase Rd., Acton. Epsom 5696; and London Rd. North Cheam, Fairlands 6283.

Oxford Travellers, 1958 series, IV: also 1957
series III and 1956, 1955, 1954 in stock.—Pedigree Estate Cars, 340, Euston Rd. N.W.I. Euston 7889.

MCRRIS Oxford 1952, reconditioned engine, recllulosed, green; £385.—Bradstock Motors.
Chase Rd., Epsom, Epsom 5696; and London Rd
North Cheam, Fairlands 6283.

1956 Morris Oxford saloon black, red interior, condition; £550.—Gollv's Garage, Ltd., Earls Court R. S.W.5. Fremantle 6373.

1956 Morris Oxford, duo-tone, heater, leather, Sevens Garage, Toddington, Dunstable, Beds. Tel. Toddington 246.

Toddington 246.

1958 rimembellishers, other extrast, £785; terms and exchanges.—Morris & Paulson. 70, London Rd., £786; terms and exchanges.—Morris & Paulson. 70, London Rd., £786; terms and exchanges.—Morris Oxford late 1954 Series II saloom, £786; terms exchanges.—Rowland Smith. below.

245gns.—Morris Oxford 1949 saloon, one owner, 245gns.—Morris Oxford 1949 saloon, one owner, 245gns.—Morris Oxford 1949 saloon, one owner, 25 gnoot tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Roviland Smith, Hampstead (Hampstead Tulie), Hampstead 6041, [26018]

Morris Oxford Traveller, grey with heater, mileage 8,700 and as new; this is an A.1 guaranteed car; £875.—Gilbert Rice, Ltd., Ford Main Dealers, Horsham.

Horsham. Tel. 4351.

\$465 --1955 Morris Oxford Traveller's estate car. For leather interior, bealer, one owner from new, this extremely rare car is in beautiful condition throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662.

1957 minished in black birch grev with red upholistry, one owner 31,000 miles. 2 fog lamps. screen washers, excellent throughout: 2750.—The Hastemere Motor Co., Ltd., Woodbridge Road, Guildford Tel. Guildford 69231.

Marrie Oxford Motor Works.

OXFORD saloon required, nearly new.—Greenways.
GI.Alresford Rd., Winchester.
TRAVELLER or good saloon wanted.—45, Shirehall Park, N.W.4. Hendon 7755. BEST cash or exchange price.—Premier Motors. 2 Lewisham High St. S E.13. Lee Green 10 DOWLAND SMITH'S, the Oxford buyers: high ROWLAND SMITH'S, the Oxford buyers: higher cash prices.—Hampstead High St., N.W.S. Ham. [W4018, R

GOOD condition Oxford required immediately.—
Morley, 13. Coombe Rd., Kingston. Kingston. [W3016] 8885.

Estate Cars, Ltd., the Utility Specialists, urgently require Oxford Travellers.—441. Upper Richmond Road West, East Sheen, S.W.14. Prospect 76348-9, 70379 R. TOM GARNER, Ltd., offer:

1957 Morris Isis series II sln., green, htr., 9,000, £795 10-12, Feter St., Manchester, 2. Bla. 9265-6-7.

PEERLESS MOTORS offer:-

1956 Isis saloon, beige/red trim, one owner, un-marked; £525.—Bath Rd., Slough, Tel. 25121. [C3163

W. N. ROAKE AUTOMOBILES, offer:-

1957 series III Morris Isis Traveller, Clarendon grey with red interior, floor change; bargain

at E715. Morris Isis saloon de luxe, sandy beise with 1955 Morris Isis saloon de luxe, sandy beise with in excellent condition; fitted heater and screenwashers, in excellent condition; £495; terms, exchanges and insurance, 24, Widmore Rd., Bromley, Kent. Rayers-bourne 1252. 1978
1991 1957 series III, floor change, also several 1956,
1995 — Pedigree Estate Cars, 340, Euston Rd.,
N.W.1. Euston 7889.

JACK ROSE, Idd., offer Isis fully automatic saloon, a genuine 8,000-mile car in almost unmarked condition; accept 2875.—Stafford Rd., Wallington, Surrey, Wallington 6877.

Stafford Rd., Wallington, Surrey, IC3056

525 ns.—Morris Isis 1956 de luxe saloon, leather, exceptional, written guarantee; terms, exchanges; list, exceptional, written guarantee; terms, exchanges; list, weeks, and Staturdsys_Taklario Hampstead (Hampstead Tube)

Hampstead (Hampstead Code)

Morris Isis Cars Wanted

ROWLAND SMITH'S, the Morris Isis buyers: highest
cash prices.—Hampstead High St., N.W.S. Ham
[W4018.R 6041.

Estate Cars, Ltd., the Utility Specialists, urgently
require Isis Tray-llers.—441, Upper Richmond
Road West, East Sheen S.W.14 Prospect 7688-9.

MORRIS SIX

AZ MOTORS offer 1950 birch grey saloon, above average; £295!—Palmerston Rd., N.W. 6, Mai. [Color]

MORRIS equine spares and Service (1011)

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MORRIS AND COMIPANY. Cleveland Garage. Cleveland St. Tel. Mus. 1932. (1042 R

HARDY & SONS, 55, Marylebone High St., W1. balls aperienced for nearly a century, complete over-balls aperienced for nearly a century, complete overbulls appressed and accessories.—Hunter 0942 [1056] B

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SCOTT CARS.

1951-2 Nash Rambler, 23hp, right-hand drive, radio, heater on owner, immaculate COTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C4016] HEWITTS GARAGE

1956 Nash Rambler, estate wagon, two-tone blue, radio, heater, overdrive, double beds, outstanding condition; £1.095.—High St.. Amblecote. Stourbridge 5138.

Stourbridge 5158.

ASSH Rambler 25hp right-hand drive 4-door saloon.

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Nassembly, beautiful ivory finish, fawn upholstery, terrific performance, most economical, a lovely motor car;

450 other cars available; write for fully descriptive Cardon MOTORS, Leighton Buzzard 2041. Open Camben MOTORS, Leighton Buzzard 2041. Unit a Unit a Dim. Open Sundays 10 a.m. to pm. Unrestricted him purchase, exchanges

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MPHW for all miniature cars, new and used.
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SCOTT CARS. 341-347 Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C40]6

LEX The American car specialists; see offer under Used American Car column.

LEX GARAGES, Ltd., 2, Lexington St., Piccadilly Gircus, W.1. Gerrard 8600.

£468 11 - Oldsmobile power top convertible 1950.

1468 12 - Oldsmobile power top convertible 1950.

1568 16 - Oldsmobile power top convertible 1950.

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LEX—sole distributors in the U.K., require good
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[097], B.

REPAIRS and Service by Sole U.K. distributors.

LEX at 46-50, Gloucester Ave., Regent's Park.

PRIMROSE 0161.

OPEL

1951 Opel Kapitan 1.h.d. saloon, excellent appearance; very attractive at £375, DICKS CAR SALES, Ltd. Exeter Rd., Kilburn-Tel, Giadstone 7175,

1949 Opel Kapitan, l.h.d., one owner from new, quite good for year, heater, radio: £210. choice of 2 from £195.—Spicers Car Sales. Tel. Hitchin 2037.

OPEL Olympia (post-war) or record wanted by enthusiast urgently.—Box 3863. [3715

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LANCASHIRE, Cheshire and North Wales distributors, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage
Lane, Manchester, 19. Rus. 2874-5.

OFFICIAL Opel spares and service agents.—B. & C.
Concessions, Ltd., 46:50. Gloucester
Avenue,
Regent's Park, N.V.1. Frimrose 0161.

PACKARD

JACK BOND (VINTAGE AUTOS)

BRANCHES in London, Hollywood, U.S.A.

BRANCHES IN LORIGON, FIGURE 980.

\$525 - 1955 automatic, one cwiner, radio and
Figure 1, 1955 automatic throughout,
VintAGE AUTOS, Ouenaway, W.2. Tel. Bays1939 - 1926kard Super 8 Househier £145.—Le Grice
Packard Super 8 Househier £145.—Le Grice
Sington 2477. Filers, 107, Old Brompton Ru., S.W. (2005) Sington 247, 1954 (Dec.) Packard Super Clipper, r.h.d., auto-nificent condition; £795.—Harry Martin, 23, Devon-shire Place Mews, London, W.1. Welbeck 5294, (23092)

nincent collection, and the process of the collection of the colle

S.W.I. Sharp Dyna aerodynamic, 6 seats, fat flow saloon, 1956 model, overdrive, air-soft and flow saloon, 1956 model, overdrive, air-soft and flow saloon, 1956 model, overdrive, air-soft and deling 20hp performance, radio, 27,000 miles, written guarantee; E550.—Tarrant & Frazer, 10, Winchester Mews, N.W.S. Pri, 2647, Gul, 2004, PERLESS

1959 spotless red grey cverdrive 4-seater saloon, wheel disco, disc brakes, etc., taxed, present list about £1,550, our price delivered U.K.; £1,350, demonstrations, literature.—Rudds, 41, High St., Worthing 7773-4, PEUGEOT

PEUGEOT

1958 (November) Peugeot 403, blue, Michelin X. 1958 (November) Peugeot 403, blue, Michelin X. terms, exchanges.—The Lorraine Eng. Co., Ltd., 29-30, Elvaston Mews. Queens Gate, S.W.7. Knightsbridge 6861-2-3. (C1086

Beaston Mews. Queens Gate, S.W.7. Enightsoffage 6861-2-3.

1956 (late) Peugeot 403 fitted overdrive, heater, Cro866 (1956) (late) Windscreen washers, one owner; £785.

SCOTT CARS. 341-347. Finchley Rd.. Hampstead 6769,7779. [C4106]

1958 Peugeot 203 saloon, grey. 15,000 miles, one owner; £585. [C4057]

WOKING WINDSCREEN (MAYBURY HILL), Ltd., Woking 4277. [C4057]

1957 (November) Peugeot 203, low mileage, one owner, specimen, green; £750. [C4057]

1958 [April] Peugeot 303, one owner, specimen, grey:: £915. [C4057]

RDWAR MOTORS, Holyhead Rd., Handsworth, Rdimingham, Tel. Nor. 7288.

1959 403 saloon, indistinguishable from new, 2,000 miles only, undersealed: £1,075.—C. V. Rushner Automobiles, 45c, Holland Park Mews, W.11. Park 5731.

Rushmer Automobiles, 45c, Hohanu Fara 10. (C3061 Park 5731.)

1958 Peurect 403 saloon, superb condition, 10.000 miles, £895—John S, Truscott, Ltd. 13. Westhourne Grove, W. 11. Bayswater 4274; and "Truscott's Corner." Chepstow Place, Westhourne Grove, W. (C4035 Peurect Cars Wanted GOOD 1954-7 203 wanted privately, preferably with sunroof; under £550.—Walton-on-Thames 4488.

PLYMOUTH SCOTT CARS.

1955 Plymouth, radio, heater, in outstanding con-dition throughout, plymouth, radio, heater, in excellent condi-tion.

SCOTT CARS, 541-347. Finchley Rd., Hampstead. London, N.W 3. Hampstead 8676,7779. [C4106 Pontiac Spares and Service
Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. (Tel. Flaxman 7752-5-44)ors Great Britain for Pontiac cars and Pontiac parts.

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THE Porsche buyers and stockists ofter delivery from a stock of new 1959 coupes standard and super. Iterature on request, demonstrators available. Porsche 1956 super coupe, many extras. 10,000 miles; Porsche 1956 standard coupe, E1,375; Porsche 1956 standard coupe, E1,375; Porsche 1956 standard coupe; Porsche 1950 couper, Dr. L. Special Standard Coupe; Porsche 1300 coupe; Dr. L. L. Special Couper, Dr. L. Speci

1958 Porsche 1600, silver grey, one owner, 7,000 miles only; £1,725, Porsche 1600, finished in ivory, absolutely showroom condition; £1,250, porsche 1500 Speedster, recent recon, engine, finished in red; £1,150.—Portsmouth Rd. (A3), Send. Surrey, Ripley S122, GI152 SUPER 1600 saloon, July '56, one owner, moderate mileage, Komi shock absorbers, 2 spots, v. clean condition; £1,375 or offer,—Apply owner, 2, High St., Boomiey, (Ray, 873), office hours.) [3666]

PORSCHE

V&F—1956 1600 Super coupe: in white, 29.000
gl.275.—V.miles. excellent condition throughout;
gl.275.—V.w. 10. Tel-laxman 4535. Pulham Rd.,
London, S.W. 10. Tel-laxman 4535.

1956 convertible '500 red seat adjusters,
leather. Turbo discs, foglights, very low milestead Motors, 142, Holland Park Ave., London, Will,
Park 3445.

Park 5445. [CIU46]

V&F MONACO MOTORS, buy good Porsche.—56.
Fulham Rd., S. W.10. Flaxman 455.—564.

Excellent cash price offered for good Porsche.—H F. Edwards. 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

Persche Spares and Service

WAF MONACO MOTORS, spares and specialise
service.—6 Astwood Mews, Courtfield Rd
(near Gloucester Rd. Station), London, S.W.7, Tel
Fremantie 4413.

PRINCESS
HENLYS offer with 4 months' guarantee:—

1958 Austin Princess Mark IV, automatic. one owner, duo grey with red interior; £2,395. HENLYS. Ltd., Devonshire House, Piccadilly, W.1. Tel. Hyde Park 9151.

RACING CARS

1958 Lotus Mark VII, full racing trim, 3,000 miles, red, host of extras; £695.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

COPER'S GARAGE (SURBITON), Ltd., 243, Ewell Rd., Surbiton, Surrey, Tel. Elmbridge 3346, are sole concessionaires for the 1500 Formula II Cooper-Climax and 560cc Formula III racing cars and 1.100cc ind 1.500cc Cooper-Climax sports cars.

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1955 Reliant coupe, red good tyres, very smart, excellent condition; £295.

1957 Reliant hard top, red cream, low mileage, spotlight, bumpers, good tyres; £359, 1956 excellent tyres, spotleys; £329.

PART Exchanges; any car, three-wheeler or motor cycle; hire purchase terms; new and used models always available; three-wheelers bought for spot cash.

CAMDEN MOTOR CYCLES, Leighton Buzzard, Beds, Tel 2491.2 Reliant Cars Wanted

GEORGE CLARKE pay most. Tul. 5211.

PRIDE & CLARKE-best buyers.—Birkton 6251.

W3068

ROWLAND SMITH'S, the Reliant buyers; highest cash prices.—Hampstead High St., N.W.5, Ham, 604L.

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ALPINE OFFERS from stock.

1958 Dauphines, choice of \$\mathbb{a}\$, low-mileage cars; from £559.
1955 Freque sun roof saloon, one owner from new, under \$0,000 miles, £675.
1954-55-56-57 750s, choice of 5 from £325.

LPINE BUSHEY GARAGES, Ltd., 83-85, High Rd., Bushey Heath, Bushey Heath 3282.

[Cili19]

RAYMOND WAY offers:-

1958 Renault Dauphine in gypsy red with black age only 15,000, inter dwith whole host of extras, including radio, htr., wing mirrors, spot lamp, badge bar, etc., in superb condition throughout; 629ms.

300 first-class cars to choose from.—Raymond of the condition throughout; 629ms.

340 Motors, Kilburn, N.M.S. Maida [3369]

SLOCOMBES, Ltd., offer:-

Dauphine, 4,000 miles only, imperial red, extra supplied by us. £675; also 57 Ferlec Dauphine one owner, dua tone, £595; parts and labour guarantee part exchanges, h.p., terms.—38-52 Dudden Hill Lane N.W.10. Willesden 4899 and 3954, DUNCAN'S GARAGE offer:-

1956 Renault Fregate Amiral, pastel blue/navy blue, heater, overdrive, one careful owner, excellent condition, cost new £1,280; sacrifice at £585. —16, Church Rd., Hendon, N.W.4. Sun. 3321. [3437] BLUE STAR GARAGES offer:-

1956 Renault Fregate, beige red leather, radio, superb condition throughout; £620, screen swahers, one owner, genuine 3,000 miles; £655,—59-65, Belsize Rd., N.W.6. Maida Vale 5555.

I. DAVY, Ltd., Renault agents.

1957 Dauphine, French blue with blue Vynide, sun roof, Ferlee clutch, fully guaranteed; £565. 180—184, Kensington High St., W.8. Western 7181. 68, North Row, Marble Arch, W.1. Fyde 2313. [C1069

WARWICK WRIGHT, Ltd., offer:-

1957 (Nov.) Renault Dauphine (Ferlec) saloon, grey, red upholstery, heater, 6,000 miles; K595.

Warwick wright, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.
[C4045]

SPUR GARAGE, Ltd., Renault Agents, offer:-

1958 Dauphine, blue, 2-pedal control, completely
1958 Dauphine, red, one owner, immaculate
1958 throughout; £639,
1957 ettor, conversion, etc.; £565,—39, Hartfield
Rd. Wimbledon, S.W.19, Liberty 4009.

RICHARDS & CARR, I.td. are always best value RICHARDS & CARR, Ltd. are always best value.

1956
750 de luxe. exceptionally well kept car in every tespect; £445.

1955 Fregate Amiral, outstandingly well kept, two owners, genuite 31,000 miles; £525.

1953 750, tecent clutch and brake overhaul, good throughout; £315.

1959 colours, immediate delivery.—132, Sloane (C3045)

WELHAMS Renault sales and service.—Surbiton Hull Rd., Surbiton. Eimbridge 1973, £54, 1990, offer:—1959 750 saloons, Ferlec de luxe, blue and green; £656.

1958 Dauphine saloon, Ferlec, red; £650.

1957 Dauphine saloon, blue; £575.

1956 Dauphine saloon, green; £500. 1957 750 saloons de luxe, green and grey; £470

1956 750 saloon, grey; £435.

CHARLES FOLLETT, Ltd., officially appointed London distributors.

SHOWROOMS: 18, Berkeley St., London, W.I. Mayfair 6286.

SERVICE & stores: Barnsdale Yard, off Elgin Ave., Carlotte Country, Carlotte Carlotte, Carlot

—Croydon 7464.

1958 Renault Dauphine Ferlec saloon, one owner, 15,000 miles; £625.—Hummingbird Garage, 5318

1930 15,000 miles; £029—Rubburden [15318]
St. Albans 52050 5850.

1957 Renault Dauphine, in perfect condition
Dowling St., Farnham, Surrey, Tel. 4875-4. [C2110]
1956 2645—Barnes, 315 Finchley Rd., N.W.3.
Hampstead 2221.

1958 Renault Dauphine saloon, unquestionable condition; exchanges,—Wessex Motors, St.
Cross Rd., Winchester, Tel. 5555, Mr. Mitche Calor

1958 Renault saloon, de luxe, blue, 9,000 miles Slatter, Ltd., 44, Alderman's Hill, Palmers Green, 8,13 Fox Lane 1066, (240) 1956 model Renault 750, finished in blue with two-common to the common state of the common state of

18415.—Jack Rendail. Ltd., 203. High St., Harlesden.
Nw.10. Slaar 3275.
1957 Renault Dauphine in French blue. Ferle 2-pedal. working perfectly, immaculate and steam of the pedal. Working perfectly, immaculate and steam of the pedal. The pedal is seen to be seen a second second pedal in the pedal in the

High St., Worthing 7775-4, [3604]

Pensuit Cars Wanted

DAUPHINES urgently for cash.—Richards & Carr,
Ltd., 132, Sloane St., S.W.I., Sloane 6165, [W3045]

ROWLAND SMITH'S, the Renault buyers: highest
cash prices.—Hampstead High St., N.W.3, Ham,
6041. [W4018:R

AUPHINE wanted privately; good 1957-8 model with
sunroof preferred; under £550.—Walton-on-Thames
[3709]

DAUPHINE Wanted britter £550.—Walton-on-Thames 4488.

WELHAM'S Rehault Sales & Service. Surbiton William Rehault Sales & Service Surbiton War Rehault Sales & Service Surbiton War Rehault Sales & Service Surbiton War Rehault Substantial Surbiton Sales & Service Wardon Wardon Sales S

N distributors for auBelsize Rd., N.W.6. Maida Vale 2000 sun [T913]
OFFORD & SONS, Ltd.—Renault spares, large stock
of all new and replacement parts available immediately.—264, Brompton Rd., S.W.3. Kensington T9141

GARAGES, Ltd., Bushey Reath,
Renault

A LPINE BUSHEY GARAGES, Ltd., Bushey Heath, Herts, and North London distributors for Renault spares and first-class service by Renault specialists.—Barnement Garage, Ltd., have the largest stock of Renault spares in the South of England; all orders despatched on the day of receipt.—Barnehurst Garage, Ltd., 1-9. Barnehurst Rd., Bexleyheath, Kent. Tel. Crayford 22046.

RILEY

CAR MARI. Ltd. OFFER with six months' guarantee

£7725 —Riley Pathfinder saloon, radio, heater, CAR MART, Ltd., \$200, Euston Rd., N.W.1. Euston 1212. (C1039 I. JAMES (LONDON), Ltd.

FOR new and second-hand Riley cars.

R ILEY CARS, 55 and 56, Pall Mall, S.W.1. Tra. 7511 or 832, Finchley Rd., N.W.11. Tel. Speedwell 6762. ERIC HAYES, Ltd., offer:-

1952 Riley 24, litre saloon, finished in B.r.g., fitted
1952 heater, a most excellent car; £485.
1956 Riley Pathfinder, blue, one owner, in absobridge Rd. W.2. Ambassador \$262.
(C2037

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1959

endon with shers, id in-ivens-13786 1956/ Rd., C3093 aloon.

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arage. 342. R W.1. over-ngine 365 R

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Open p.m. C1035 used. C3156

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1950. 6-cyl-with t cars nges.-N.W.3. | 3375 good eadilly

rs. Park. 627, R

t ap-Clo72 £210. £210. fitchin [4131

CONNAUGHT ENGINEERING offer:-

1959 (February) Riley 1.5, zrey with red Rd. (A5), Send, Surrey, Ripley 3122.

HENLYS offer with 4 months' guarantee:—

1954 Riley 114-litre, heater, black with green in-HENLYS, Ltd., 988-964, High Rd., North Finchley, N.12. Hillside 6666. [3742]

1958 1.5 saloon, green, 11,000 miles, see extras, supplied and serviced by us; £ CASTELNAU, S. W.13. (Nr. Hammersmith Br. Riverside 4444.

Riverside 4444. [C1002]
1947 Rijev 2%-litre; £325 o.n.o.; must be sold.—
[3707]
CAMDEN MOTORS for Rileys; selected cars from our stock of 14 post-war models—
Pathinder saloon—black, red hide, radio. Pathinder saloon—black red hide, radio. Pathinder saloon—salicent condition; £695. Pathinder saloon—salicent condition; £695. Pathinder saloon—salicent condition; £695. Pathinder saloon—salicent condition; £695. Pathinder saloon—salicent green, red hide. E645.

1954 Pathfinder saloon, racing green, red hide. E645.

1958 2.6-litre overdrive saloon, 6,400 miles, one titled owner, indistinguishable from new, all extres: £1,095.

1954 red hide, cne owner, radio, brand new tyres, extensive engine overhaul; £645.

1958 1.5 saloon, very nominal mileage and exactly ivory, heater, one owner; £795.

1949 2½-litre Roadster coupe, Alfa red, beige inwork and chrome, will do 100 m.p.h. if you like that sort of thing, centre floor gear change, overriders, bester, other cars systalable; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Open Sundays 10 am. to 1 p.m. Unrestricted hire jurchase, exchanges. [Clo35]

1951 Riley rac 2½-litre fron head coupe, excelent condition; £375.—Henley 322. [3822]

1958 with duo-grey interior; £1,165.

Riley 2½-litre saloon, heater, in above average condition; £375.—Henley 322. [1952]

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1951 Riley average of the description of the best used Rileys available; £5.9.

S.E.S. CLARKE & SIMPSON, Ltd., Riley sales and service, offer a selection of the best used Rileys available.

1954 1%—lttre saloon, 11,000 miles, marcon, red.

1958 1%—lttre saloon, 11,000 miles,

1949 Riley 114-litre, radio, new engine, superb condition; £395.—Robbins, East Putney, Tel. [C3010 RILEY 11/2-litre, November 1948, black, outstar foriginal condition; £375.—Farnborough, 154973.

1951 4-seater 215-litre drophead coupe, radio, heater, immaculate condition: £469.—Liberty [3392]

BEARTS OF KINGSTON, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. [0079/R]

Kingston 3348. [0079 R \$5.75] !!!—1953-4 Riley 1½-litre de luxe saloon. The magnificent unworn apecimen, drive it, you will buy it, excellent value for money. \$4.55]!!—1951 Riley 1½-litre de luxe saloon. only care the saloon only maintained, choice 3 other Riley 1½ from £375. [1.4MBS OF WOOD GREEN (established 18977, 100 L cars; written guarantee; exchanges; easiest terms.—421-423, High Rd. Finchley 6222, [C2052] 1956 Riley Pathfinder, immaculate, radio, heater, recently completely overhauled, new tyres; £700.—Sonning 3278.

ILLY 1.5 saloons, choice of colours, new; exchanges,—Wessex Motors, St. Cross Rd., Winchester, Tel.

5555, Mr. Ingoldby.

1953 Riley 24, RMF Series saloon, green, heater;
Rd., Tottenham 0553.

[C2118]

[C2118]

Rd., Tottenham 0553. [C2118]

ILEY 2½-litre sports roadster, fluorescent green, first regd, January 1951; £475.—Bolton of Leeds, Ltd., 120, Albion 8t., Leeds, l. Tel., 56056. [3402]

1_1-litre Riley saloon, an exceptional example of a region or original condition throughout; £445...

Pinner Motor Co., Pinner 456. [C3105]

1951 2½-litre saloon, black one owner and Garages.
Windsor 2782. [C3105]

Windsor 2782.

RILEY 2½ 1955 RMF series, immaculate condition, one owner, heater, screen washers, Marchat spots, radiator blind, etc.; £560.—Tel. Valentine 7802.

1949 Riley 24-litre, green, new engine, tyres.

1949 battery, radio, regularly maintained and in excellent condition; £325.—Tel, Knightsbridge 191, 5705, model.

£375:—Riley 214-litre sports Roadster, 1950 mc recellulosed green, new hood and sidescre heater.—Leonard & Charge, Priory St., Tonbridge 2 1953 (July) 11/j-litre saloon, excellent chassis. Gables Service Station, London Rd., Rayleigh, Essex. Tel. 1002:

Gables Service Station, Loudon Rd., Regents, [3691 19.53] (September) Rijey 2½-life' sports saloom, one of the rare RMF series, finished in dark grey with maroon leather, small mileage, in superb condition throughout: £625.

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JACK ROSE, Ltl., offer: 1959 Series 2.6 Riley saloon, guaranteed 4,000 miles and almost unmarked condition, in blue; accept £1.145.—Stafford Rd., Wallington, Surrey. Wallington 6677. heater, radio (53056) (1954) (195

1953 Riley 1½-litre saloon, black with grey leather interior, many extras, an extremely good specimen of this popular car; £555.—Victoria Car Sales, Verulam Rd., St. Albans, 56051-2 iam Rd., St. Albans, 56051-2.

D deposit h.p. terms available on a wide rai rehicles.—Shepton Mallet Transport, Ltd. on St., Finsbury Sq., London, E.C.2. Tel. Me

which See, Finsbury Se, London, E.C.2. Tel. Managed Histor Se, Finsbury Se, London, E.C.2. Tel. Managed History Se, Finsbury Se, London, E.C.2. Tel. Managed History S

19479
1955 Riley Pathfinder saloon, fitted heater, colour
1955 Rysen, in outstanding condition for its year;
19695.—Bells Service Garage, Ltd., 144, London Rd.,
1968. Kingston-on-Thames. Kingston 1185.

Kingston-on-Thames. Kingston 1185. [Cloif ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements: new or low-mileage models in stock.—Write Coventry Motor Marts, Ltd., London Rd. or Tel. 22146 [0346. R 4395.—Riley 2½, 1950, beautifully maintained, small mileage, tyres as new, heater, spots, etc.; choice 3; lists 100 guaranteed cars.—Benmotors, 1, Clarendon Rd., London, W.11. Park 5066-7 (50 yards Holland Park Tube).

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ROWLAND SMITH'S, the Riley buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041.

BOON & PORTER. Ltd., Castelnau, Barnes, S.W.15, P. BOON & PORTER. Ltd., Castelnau, Barnes, S.W.15, W.1022 URGESTLY required, 1947-59 Riley 11/6-litre saloons, Church, Barnes, S. Higheline, 2007, P. Brands, T. G. Higheline, 2007, P. Brands, T. G. Higheline, 2007, W. Brands, T. G. Higheline, 2008, W. G. Brands, T. G. Brands, C. G. Brands,

W2028

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Kensington 7301 and 7521.

R LLEY distributors for forty years, specialists in Riley overhauls, comprehensive stock of spares, moss's Agencies, Ltd., High St., Leamington Spa. Tel. 7067.

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Write Whitley Deptt, London Rd., or Tel. Coventry
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EXCLUSIVELY for Rolls-Royce and Bentley.

ARGEST official retailers in the world; please write for stock list.

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1956 Rolls-Royce Silver Cloud saloon, 13,000 miles, black; £4,15C.—32, Bruton Place. Berkeley [C3040] PB. Ltd., offer:-

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1935 20/25 Rolls-Royce Thrupp & Maberly saloon.

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G. S. HALL, Ltd., offer:—

OLLS-ROYCE 25/30 close coupled by Hooper, genuine 80,000 miles, 2 owners, first registered 1937, 15,000 miles since complete engine overhaul, quite exceptional, full details on request.—302-306, King St. W. 6. Riverside 2881.

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PHASE II SK series 7-passenger f.f. T. & M. limou-sine, major overhaul 8,000 miles ago, offered mit realistic price.—54, Bathurst Mews, Paddington, W.2. Pad, 5667. TACK BOND (VINTAGE AUTOS).

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ALWAYS the finest selection of Rolls with unusual and sporting coachwork, including:—

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10 years years and immaculate; £385.

10 years sedance wille by H. J. Mulliner, custom built for a world-famous stage personality. Rolls maintained; £59.

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20 / 25 bauted, immaculate coachwork, £295.

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LL cars serviced by our own Rolls-trained engineers. VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929,8330. MASCOT MOTORS, Ltd., offer:-

1940 Hooper Wraith, black and blue, black leather, 1940 radio and heater, overhauled.
1937 25,70mp Arnoid sports saloon in black and recommend being leather along the saloon in black and the saloon in black and with being leather along the saloon in black and black leather.

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1949 series Silver Wraith touring saloon by Hooper, one elderly owner, guaranteed total of 27,000 miles only, faultless condition throughout.— 55, High Rd., Byfleet 2101

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1955 Rolls-Royce Silver Dawn 4-door sun saloon silver silver grey hide interior, radio and heater, taxed, log mileage, beautifully kept, as new; £2,395.

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RODNEY HOWARD & Co., Ltd., offer:-

R ODNEY HOWARD & Co., Ltd., oner:—
39700 genuine mileage, 1951 Rolls-Royce Silver Wraith touring limousine wifn 4-door Park Ward streamlined coachwork; this is a genuine 2 owner, low mileage specimen with unmarked bodywork, finished in black with fawn interior. fitted H.M.V. push-button radio, heater, demister, etc. taxed for year, a fantastic bargain and wonderful opportunity for the connoiseur; offered at £2,50,-16, Albemarie St., London, W.I. Hyde Park 1106.

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1938 25 30 Rolls 4-door saloon by Thrupp and Maberly, Rolls history available, black with fawn leather uphylstery, fitted heater, a specimen car in first-class condition throughout.—134, West Hill, S.W.15. Putney 0396. DENHAM MOTORS (EAST MOLESEY), Ltd., oner;-

1954 Rolls-Royce Silver Dawn, finished in olive mileage, automatic, radio, heater, etc., absolutely as complete Rolls-Royce history; £2,995.—Moleser and solutely as the state of the state

5485. I3290
CHARLES FOLLETT, Ltd., officially appointed RollsRoyce and Bentley retailers and repairers, offer1954 Rolls-Royce Silver Wraith automatic gearbox touring limousine by James Young,
black, beige interior, a very beautiful car in magnificent
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Berkeley St., London, W.I. May-

SHOWROOMS: 18, Berkeley St., London, W.I. May-fair 6265TORES: Barnsdale Yard, off Elgin Av. W.9. Cunningham 5956. [C2010 1935 Rolls-Royce 20 25 Limousine, face forward JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6607-8. [C2045

A&S Ltd. Selection of 30hp cars. See under Limousines. ALPE & SAUNDERS, Ltd. (Limousines Purchased), Fovidence Court, North Audley St., W.J. May-12941.

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HEARSES. We are building deck and bearers
H the 25.30 h.p. chassis; inspection invited.

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Station Approach, Kew Gardens, Richmond 1

CASS'S MOTOR MART offer the following suraried Rolls-Royce cars, serviced and conditioned, with maker's history, 1938 (Sept.) Phantom III Hooper touring 1938 (Sept.) Phantom III Hooper touring 25,750 H. J. Mulliner Sedanca, 7 seats, one owner, 25,750 H. J. Mulliner Sedanca, 7 seats, one owner, 1936 20,25 Rippon sports saloon, with boot.

1933 20/25 Thrupp & Maberly sports saloon with boot. recent engine overhaul; from £350.

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R OLLS-ROYCE drop head Replica by Southern, ex-tremely pretty car, in mint condition; what offers? —Box 3852.

Box 3852. et service and the service and selection of the selection of t

1954 Silver wraith owner-driver saloon by 100,000 miles: 23,650.

60,700 miles: 23,650.

1952 Silver wraith owner-driver saloon with dividence by 100 miles. 25,250.

1951 H. J. Mulliner, black with tan hide, extra set meet, full equipment 23,350.

17. Berkeley St., London, W.1. Mayfair 9060.

[C4135]

1937 Rolls-Royce Sedanca de Ville by Gurney Nutning St., Farnham, Murrey, Tel. 4873-4, (2210

ROLLS-ROYCE Silver Wraith Mulliner sal., 1951,
duo-tone lilue and grey, radio, first-class conclectric disloine, 22,250, (2210, 22

1937 Rolls-Royce by Park Ward 4-door. 4 light saloon, modified engine, in immaculate con-

1933 / saloon, modified engine, in Humanus ditton: £695.

DAVIS MOTORS, 97. Plumstead Rd., Woolwich. [3285]

1934 Rolls-Royce Hooper sports saloon, in exceptional condition, black with blue interior. E285.—Windovers, Ltd. The Hyde, Hendon. Colindals (2016)

NOVEMBER 1936 Rolls-Royce 7-seater. Barker limousine, one owner since new, under 60,000 miles. in beautiful condition for its year, a real nice car; £565.—Euston 3538.

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1955 Rolls-Royce Silver Dawn, black and silver, unmarked, an exceptionally clean low mileage example: £2,950.—Cornfield Garage, Eastbourne.

Tél 2244.6536.

Sout-ERN MOTOR COMPANY specialise in the Solie and purchase also maintenance of Rolls-Royce cars and usually have a few models in stock.—Lowfield Heath. Nr. Gatwick Airport Tel. Crawley 437. 1034.

1934 Rolls-Royce 20 25 Continental saloon in specimen is absolutely unmarked and is still equipped with its full complement of tools and accessories: £595.

—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9, Colindale 3185.

Colindale 3185. [C3096]

Cass's Motor Mart require good Rolls-Royce.—5
Warren St., W.1. Eus. 4110, 3523. [W1040] DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces.—35, High Rd., Byfleet 3101.

H. R. OWEN, Ltd., urgently require low milesge Rolls-Royces.—17 Berkeley St., W.I., Maylar 9060, [W4133]

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A&S Ltd., Providence Court, North Audley Street

A&S (Near Selfridges). Mayfair 2941. [W1006

ROWLAND SMITH'S, the Rolls-Royce buyers highest
acash prices.—Hampstead High St., N.W. 3. Ham. 6041. [W4018.R RIGHT | Representation of the condition of the condition capacious boot.—Photograph and details to Leslie, I. Sale Hill, Sheffield. 10. [3664] WANTED, Rolls-Royce 20/25 and 25/30s for cash.—Automo Ltd., 229. West End Lane, Hampstead, N.W.6. Hampstead 3450.

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Ladbroke 1231-2. (W3007

OLLS-ROYCE wanted by enthusiast, pre-1938, vintage acceptable, any distance.—154, Lancing Rd.,
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GEORGE NEWMAN & Co. purchase for cash postwar Rolls-Royce cars.—369, Euston Rd., London,
N.W.I. Eus. 4466 (12 lines). (W3025

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JACK BARCLAY (SERVICE), Ltd. See page 87,

ROLLS-ROYCE and Bentley, repairers and servicing,
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JAMES TAYLOR AUTOMOBILES, Findon Rd., Worthing, Sussex, Findon 3022.

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ARM 5936-7-8. [0618-Royce specialists.]
JACK COMPTON, Ltd., the Rolls-Royce specialists, personal service.—60, High St., West Norwood, London, S.E.27, Gipsy Hill 3265. [S119]
A Rolls-Royce cars, all repairs and service.—Compon. 69, Westow St., Crystal Palace, S.E.19, Liv. 18462.

ton. 69, Westow St., Cajanas (1994/R) [0064/R]

ROVER 10, 12, 14, 16, 20

1938 Rover 14 de luxe saloon, reconditioned engine. Rover 14 de luxe saloon, reconditioned engine. Rover 16, 16, 16, 20 [Cl024 St225] [Cl0

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WE have all models of Rover; for addresses of showrooms see our advertisement under Rover [0647/R CLARKE & SIMPSON, Ltd., offer:-

Model having covered only 47,000 miles by an exacting owner: £775—49, Sloane Sq., S.W.I. Tel. Sloane Grag. 1956 Rover 60, black, red leather, in first-class condition throughout, overhauled by Rover (CS12)

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1958 miles, immaculate; £1,125.—Dobsons, Ltd., Rover seents, Staines 60,1255 Rover 60 saloon, low 1958 and 1958 and 1958 Rover 60 saloon, low 1958 and 1958 Rover 60 saloon, low 1958

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ROVER

ROVER 75

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. H. BEART & Co., Ltd., offer:-

miscellaneous.

H BEART & Co., Ltd., offer:—

1953 Rover 75, black with brown hide superbly maintained by only one owner: £655,—102, London maintained by only one owner: £655,—102, London Stingston 5348 and High St., Kingston-on-Thaines.

1952 Rover 75, green, heater, radio; £470.—Mit-planes.

1954 Rover 75 saloon, duo grey, red leather, radio, one owner, exceptional; £650. MICHAEL CHRISTIE MOTORS, Bicester Rd., Ayles, 1964. St., 1965. P. 1972. Saloon, duo grey, red leather, Bully, Bloks. Tel. 4727 onnaught green excellent.

SMITHS CAR SALES (BALHAM), Ltd., 74, Balham High Rd., S.W.12, Balham 2127. [3749]

1955 Rover 75, radio, heater excellent condition: SCOTT CARS, 184, 347, Finchley Rd. Humpstend. London, N.W. 3. Hampstend. 3676, 7773 [Coll 6]

2365—1948 specimen specimen for minimum collections. N.W. 3. Hampstend. 3676, 7773 [Coll 6]

2465. Phoughout; bargain.—Mar. 2248, Hai. 4065. [5642]

1955 Rover 75, blue. innnaculate: £850.—John Campbell Motors, Ltd., 415, Holloway Rd., N.7. North 4441,6666. Fren. excellent condition: seen characteristic seen seen seen seen seed to the condition of the collection of th

Kings Rd., S.W.6. Renown 4492, 6647.

1952 Rover 75, green with grey interior; £395.

dale 4031 Windovers, Ltd.. The Hyde. Hendon. Coling ale 4031.

Rover 75 Oct., 1950, black-red upholitery, and the terms exchanges.—Hillsons autiful condition, taxed; terms exchanges.—Hillsons, Eal. 4115.

1950 -51 Rover 75, excellent condition, black; £520.

Streatham, Sw. 16. Follards 2100.

1953 Rover 75, excellent condition, black; £520.

1953 Rover 75, black one owner, history available; Rover 75, black, one owner, 17,000 miles are recommended and the second of the se

ROVER 90

H HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. CAR MART, Ltd.

OFFER with six months' guarantees

£895.—Rover 90 saloon, radio, heater, reg. 1955/6, CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston Jack FAIRMAN offer:—

1955 Rover 90 saloon, in beautiful condition, in the saloon with extras including H.M.V. radio; a one owner car offered at £325.—Gordon & Glvnn, 79, Cadogan Lane, Sloane St., S.W.I. Sloane 8326.4017. TOM GARNER, Ltd., offer:-

1955 Rover 90 saloon, grey, htr., rdo., 25,000; 10-12, Peter St., Manchester, 2. Bla. 9265-6-7. [C2020 WARWICK WRIGHT, Ltd., offer:-

CRIC HAYES, Ltd., offer:

1954 Rover 90, finished in duo grey, litted radio and heater, a luxurious car; £695.—13, Bishopsbridge Rd., W.2. Ambassador 8266. [C2033]

1955 Rover 90 saloon, black, green leather 5.9 axie seat covers fog lamp, a one-owner car in original and immaculate condition; £255 Rover 90 saloon black, brown leather, H.M. V. radio, a car in excellent mechanical condition; £775.—49, Sloane Sq., S.W.I. Tellioner 6435; COOMBS & SONS (GUILDFORD), Ltd.

OVER 90 salom, smoke grey with red interior, 1958 model (Dec. '57), moderate mileage, one owner car, true Rover condition; £1.295.

COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Guildford 62907, [C1057]

1957 series Rover 90 saloon, one owner, ivory
With red interior; £1,095.
HENLYS, Ltd., Henlys Corner, North Circular Rd.,
N.W.11 Finchley 0081,9782. 1955 (Aug.) Rover 90 saloon, duo grey; £785.

GEORGE NEWMAN & Co., 369 Euston Rd., London. TANKARD & SMITH (CHELSEA), Ltd., offer:-

1954 Rover 90, finished in black, red upholstery, 2745.—194-198, Kings Rd., Chelses, London, S.W.3, Flaxman 4601.

1957 heater, overdrive, immaculate; £1,100.

MICHAEL CHRISTIE MOTORS, Bloester Rd., AylesDury, Bucks, Tel. 4727.

1955 More Delhack, radio, etc.; £835.—Odeon
DUNHAM & HAINES, Ltd., Rover distributors, offer, and conference of the confere

DUNHAM & HAINES, Ltd. Rover distributors, 1954. Rover 90, black grey interior, one careful mileage; £715.

1955 tyres, duo tone colours; £865.
1957 Rover 90, blue with blue interior, bucket 1957 seats, 17,000 miles only several extras, one careful owner; £1,111.

DUNHAM & HAINES, Ltd. 66, Castle St., Luton. 12299
1956 Series Rover 90, aloon, black; £950.—Odeon Motors, £1d., Bar. 1144.
1955 Rover 90, green, green leather in outstanding condition throughout; £325.—Hillside 5244.

1955 condition throughout: £285.—Hilliside 5244, 1954 fover 90 in special grey and backe duo-ton's finish unmarked, radio, heater, deminder, demin

Laxed: #25. HORSE GARAGE, 174-176, Sheen Rd., Richmond 6441.

1955 Rover 90. radio, in outstanding conditions, throughout: £252.—Cavendish Motors, Cavendish Rd., N.W.6, Willesden 0046.

1956 Beautiful and immaculate car with overdrive, radio, power-assisted brakes etc. £259. Suffolk. Tel. FAIRHEAD & SAWYER, Woodbridge, Suffolk. [3575]

1955 Rover 90. green. radio. nominal mileage; 2850.—Wray Park Garage. Ltd., Reigate, 1880.

2265. Rover 90 saloon, duo grey, one owner, excep-mitage Lane, N.W.2. Speedwell 1242. (C2026, 6405 — Rover 90 1954, heate, H.M.V., one owner, all new tress, immaculate.—#. Allians Garage, Teddington, Kingaton 1535. [79187 Royer 90, 28,000, overdrive, radio; £920; h.p. arranged.—231, Washwood Heath Rd., Saitley, Bir-

ningham.

1957 Rover 90 saloon, overdrive, unquestionable to condition; exchanges.—Wessex Motors. St. Cross Rd., Winchester. Tel. 5555, Mr. Ingoldby, (24087)

Cross Rd., Winchester. Tel. 5555, SIT. Algorithm (C4087)

1954 (May) Rover 90 saloon, black, fawn hide, Bros., 200 miles. 2 owners: 2755.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. (C4067)

1955 (March) Rover 90, black, beige leather, (C4067)

1955 (March) Rover 90, black, beige leather, excellent condition, new tyres, taxed car; £355.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead Salval, 1976 (C901)

1959 (Feb.) Rover 90 saloon, during rev (rev. 1976), Algorithm (C4087)

1959 (Feb.) Rover 90 saloon, during rev. (C901)

1958 (Feb.) Rover 90 saloon, during rev. (C901)

1959 (Feb.) Rover 90 saloon, during rev. (C901)

1956 (series) Rover 90 de luxe saloon, black/tan owner, taxed year, moderate mileage and guaranteed:

LTWOOD GARAGE, altwood Rd. Maidenhead. Tel. Littlewick Green 707. Littlewick Green 707: evenings and week-ends. Littlewick Green 3076. Littlewick Green 5076. Cit107

1955 Rover 90. in unparalleled condition, fitted laminated screen. Marchal headlamps. Scintilla ignition one lattledists owner. 2830. In distinct of the condition of the condition

WARWICK WRIGHT, Ltd., oner:—

1956 Rover 90 (nished in green, genuine 34 000 holster), heater, 29,000 miles; £975; another in ivory similar mileton, N.W. Cunningham 650,045 Wood Rd., London, N.W. Cunningham 650,045 G2,030 miles on where; £945.

1957 series Rover 90 de luxe saloon, Sherwood 1957 series Rover 90 de luxe saloon, Sherwood 1957 series Rover 90 de luxe saloon, Sherwood 1958 when the saloon where for the control of the control

edged rough-C3060 ooper, al of out.— C1091

1959

saloon silver d. Iow ussex. C4027

Silver 4-door enuine body-fitted taxed ppor-0, -16,

C2136 and with en car Hill, C1073

olive r. low ely as olesey 13290 Rolls-fer:— gear-foung, ificent May-

Ave.. C2010 rward ndon. C2043

May-C1006 rs on Ltd., 1161. C1102 paran-ioned. ouring

seats. with C1040 1. ex-ffers? [3502 black: rdens 13666

offer and

ne by C4133 Nut-Down-C2110

1951. con., Bridge [3620 light con-

excep-lerior: indale C4118 Barker miles. hire [2288]

ROVER 90
1955 model (November, '54) Rover 90 saloon, black
19,000 miles, immaculate condition: £835.—Kerridge,
1010 1224.

Alton 2224.

1956 Rover 90 saloon, finished in grey with red
wher, taxed to 31/12/59: £995.—Dry's Garages, Ltd.
Kenton Rd., Kenton, Middx. Wor. 1102-5. [3626]

15, Kenton Rd., Kenton, Middx. Wor. 1102-5. [3526]
1954 June) Rover 90 saloon, green, green leather, Gibsons Sports Cars. Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275.

Immacrost 15, 100 septiments of the septiment of the grey with grey hide, fitted heater, two passlights, underseal, link protective mats and seat covers, undestionably this car is in superlative mechanical condition; 25 of the cars available; write for fully descriptive CAMDEN MOTORS, Leighton Buzzard 2041 Open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. Unrestricted hire purchase, exchanges.

Onrestricted fire purchase, exchanges.

1955 air conditioning, heater, most fastidious last owner. 40,000 miles only, new engine recently fitted; 2775.—Douglas Service Station, 57 & 65, Eleanor Rd. Waltham Cross 4124.

\$775.—Douglas Service Station, 27 & 69, [C1175]

**Maltham Cross 4124.

**E338.—Rover 90 saloon deluxe 1955 (August);
s necessary to purchase the "right" one but they are very difficult to find, we believe this 90 will satisfy the most discriminating owner and can only be described as perfection in motoring in every way, finished fawn with grey hide interior, radio, heater, etc.

**3 months guarantee, terms and exchanges.—Hampstead Gars, 170-186, Finchley Rd., N.W.S. Hampstead 921.

ROVER 90 saloon required, nearly new.—Greenways, 81, Airesford Rd., Winchester. [W4087] HF EDWARDS want and buy Rover 90.—28-34, Upper High St., Epsom. Tel. Epsom 5611. [W2001 ROWLAND SMITH'S, the Rover 90 buyers; nighest cash prices.—Hampstead High St., N.W.3. Ham. [W4015/R GEORGE NEWMAN & Co. require for cash low-mileage Rover 90 cars.—369, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). [W3023

ROVER 105

HENLYS, Ltd.

WE have all models of Rover; for addresses of miscellaneous. TACK SMITH offers:--

1957 Rover 105R saloon, black beige, radio, 12,000 miles only, excellent condition; £1,135,—23. Bruton Place, Berkeley Sq., London, W.1. Mayfair (C4082)

H. A SAUNDERS, Ltd.

1957 Rover 105R saloon, grey, blue upholstery, radio, heater: £1,145.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

H. BEART & Co., Ltd., offer:-

1957 Rover 105R, finished in grey with red in-terior, one owner £1,150 -102, London Rd., and High St., Kingston-on-Thames Kingston 3348. (C1031

PERCY D. SLEEMAN, Ltd., offer:-

1958 Rover 105S, finished in parchment and sage green with green upholstery. leopardskin seat covers, H.M.V. radio, 2 speakers, 9,700 miles only. PERCY D. COWER Rd., Uxbridge 5022.

2 557 (Aug.) Rover 1058 finished in dove grey with 2 speakers, director's car.—91, Cowley Rd. Uxbridge 5022.

WARWICK WRIGHT, Ltd., offer:

1957 Rover 105R saloon, green, green upholstery, radio and heater, 15,000 miles; £1,225, radio and heater, 15,000 miles; £1,225, VARWICK WRIGHT, Ltd. Lord's Court. St. John's Wood Rd., London, N.W.E. Cunningham 6050 (74045

HENLYS offer with 4 months' guarantee:-

1957 Rover 105R de luxe one owner, loose covers, hlack with red interior; £1,225.

HENLYS, Ltd., Parkway Regent's Park, N.W.1.
Gulliver 5721.

11 Gulliver 5721.

1957 Rover 105R, automatic. absolutely immacu1957 late.

SCOTT CAS 341-347. Finchley Rd. Hampstead.
1958 Rover 1058, duo fawn, pale green leather.

Ltd., Corporation St., Coventry. Tel. 25661. (C3165

1958 Rover 1058, green/green, fitted radio, over-superb condition; £1.375.—Oxshott

1957 (March) Rover 105R saloon, grey, fully auto-matic, heater, radio, etc., a superb car; £1,095.—F. L. Cranmore, Ltd. Tel. Potters Bar 2040.

1959 Rover 105 saloon, o.d., 8,000 miles, extras, guite a new car; exchanges.—Wessex Motors, St., Cross Rd., Winchester, Tel. 5555, Mr. Ingoldby.

1959 model Rover 105 saloon, a low-mileage, one-green.—Tel. Mr. Gray, Wessex Motors, New St., Salis-bury. Tel. 3275,

1957 Rover 105R, black, red interior, radio, heater, 10,000 miles only; £1,125.—A. Owen (Hendon), Lt3., The Hyde, Hendon, N.W.9. Colindale 1335.

ROVER 105
DENHAM MOTORS (EAST MOLESEY), Ltd., offer:-1957 Rover 105S, finished in grey/blue with red hide upholstery, heater, etc., one owner, low mileage, unmarked, as new; £1.265.—Molessey 5485.

1958 Rover 1058 de luxe, one owner, 9,000 miles, unblemished condition: £1,345.—Elmbridge Motors, Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081 1957 (May) Rover 105R. duo-grey, blue upholst fully automatic, one owner, superb; £1,075.—Tel. Bo Park 1665 or Pal. 3214.

Park 1665 or Pal. 3214.

1957 Rover 105R, automatic transmission, late property of nobleman, chauffeur kept of nob

Rover 80, 75, 90 and 195 Wanted

Rover 80, 75, 90 and 195 Wanted

ROVER 10SS saloon required, nearly new; cash payment.—Greenways, 81, Airesford Rd., Winchester, IW4027

VEARLY new or small mileage Rover 60, 75, 90 and 20 and

ROVER 3-LITRE

ROVER 3-LITRE

1959 (March) 3-litre, Dover white with red interior of the state o

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high grade used Land-Rovers with a 3 months' specific guarantee—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-5, 0195/R

GUY SALMON AUTOMOBILES offer:-

1959 Land-Rover, standard, heater, spot light, indicators, etc., 2,000 miles: £595. Also one we Regular Land-Rover,—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5.

1957 Odeon Motors, Ltd., Bar. 1144, £465.— [C3028]

IBBLESDALE MOTORS, Ltd. Settle, for Land-Rover used models from £120.—Tel. Settle 5322, pick 2279.

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1953 Land-Rover, regular model, excellent control tion. 27,000 miles only taxed December 295.—Harwoods Garage, Pulborough. Tel. Pulborough.

2401.5. Harwoods Garage, Pulborough. Tel. Pulborough 2401.5. Land-Rovers, 7-seaters, choice of 5: C2149. The pulborough of the pulborough The ford the details, wanstead 6644. [C2059]

EASTERN AUTOMOBILES. Ltd., offer immediate delivery of all types of series if Land-Rovers from their large comprehensive stock; guaranteed used Land-Rovers also always in stock; sales backed by full comprehensive stores and service in Essex, and effective for the stores of the service of t

ROWLAND SMITH'S the Land-Rover buyers; highest ROWLAND SMITH'S the Land-Rover buyers; highest cash prices.—Hampstead High St... N.W.S. Ham. 194016/R HARVEY HUDSON, Ltd.—Land-Rovers wanted for cash or in exchange for any other make of vehicle.—Woodford, London, E.18. Wanstead 6644, W2039

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HENLYS, Ltd.
ENGLAND'S largest Rover distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park

ARGEST selection of Rovers in London.

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PARKWAY, Regent's Park, N.W.1. (Guiliver 5721.) CAMDEN TOWN Service Station. (Gulliver 4141.)

WYCOMBE MOTORS buy, sell and service Rovers and Land-Rovers,—Elich Wycombe 2555. [0224 R BARTS OF KINGSTON, Rover specialists, sales, sares, repairs.—102, London Rd., Kingston (7080). R RowLAND SMITH'S, the Rover buyers: highest cash prices.—Hampstead High St., N.W.5. Ham. 6041.

KJ MOTORS, Ltd., S.E. England's leading Roparts stockists.—Bromley. Ravensbourne 33 (1956) EVANS (WIMBLEDON). Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon Tel, 0165-4-5.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Zel. Datch t 53. service.—Tel. Datch t 54. [0047 R]

RY'S GARAGES, Ltd.. Rover dealers since 1935, latest models always in stock, spares, service.—

Retton Rd , Kenton, Middx. Wor. 1102. [0995 R]

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SIMCA

A NTHONY CROOK, Simca distributors, consult us at once for a new or used Simca; all models on view in our 100-car showroom.—The Roundabout, Hersham (Tel. Walton-on-Thames 687). 20 minutes Waterloo. T. DAVY, Ltd., Simea distributors.

1956 Grand Large, black with grey top, a good all-round example of this pillarless saloor

2625. 8 Elysee, marcon, fitted radio, 15,000 miles, 1958 one owner, fully guaranteed; 2725, one owner, fully guaranteed; 2725, 180—184, Kensington filth St., W.S. Western 7181. 68, North Row, Marble Arch, W.I. Hyde 2813, C1089

1958 Sinca Elysee, immaculate: £765.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd. [Call1]
Hornsey, N.B. Mountview 5228. [Call1]
1956 Ltd., Southgate St., Winchester, E75.—Autowork, Tel., 4865.

1958 Sinca Elysee saloon, 11,000 miles,; exchanges,—Wessex Motors, St. Cross Rd., Winchester. Tel 5555, Mr. Paull. (C408)
1959 brand new Montthery and de luxe, immediate delivery; terms, exchanges.—Richards & Carr, Ltd., 132, Sloane St., S.W.1. Sloane 6165, 30.

1955 (late) Sinica Aronde, in really first-class condition; bargain, £450.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph

374, Buduuph, Store-on-Frent. Tel. Biddulph Ja75
JaCk Rose, Ltd. offer: 1958 (August) Simca Monihery saloon, 12,000 miles. in maroon, almost unmarked condition; accept 2765.—Stafford Rd., Wallington Surrey Wallington 6877-6.

M. two-colour blue and twory radio, heater, 2675.—
M. two-colour blue and twory radio, heater, 2675.—
Bishopsbridge Rd., W.2. Amb. 1061.

HUXFORD & SON, Ltd., offer new and used Simcas
HIrom stock; prices from £445.—West St., Porthester, Hants. Cosham 70222-3. Simca distributors
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[C2127]

POST-1955 models urgently for cash.—Richards & Carr, Ltd., 132, Sloane St., S.W.1. Sloane 6165.

WARWICK WRIGHT, Ltd., offer:-

1958 Singer Gazelle Series II overdrive saloon.
17.000 miles: £775.
WARWICK WRIGHT, Ltd., Lord's Court. St. John's Wood Rd., London, N.W.8. Cunningham 6050. ENGINES RECONDITIONED, Ltd., offer:-

1956 Singer Hunter saloon, one owner low mile-age: £495.—335, Pinner Rd., Harrow. Mid-dlesex. Tel. Harrow 5366, B. J. HUNTER, Ltd., Austin agen's, offer:—(C2070

1958 series Singer Gazelle saloon de luxe, 10,000 B. J. MUNTER, Ltd., 22, Cricklewood Broadway, W. Z. Tel. Gladstone 6505 [C2040 HSRLYS offer with 4 months guarantee:—

1957 Singer Gazelle one owner, blue and grey HENLYS, Ltd., Parkway, Regent's Park, N.W.1. 19735 1957 mileage; £695.

TAYLOR & CRAWLEY, 42a, South Addley St. (entrance Adams Row), Mayfair, W.1. Gros. 6881.

1957 Singer Gazelle, one owner, low mileage, E695.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd. Hornsey, N.8. Mountview 5228.

ACLAND & TABOR Ltd., Welvyn By-Pass, Herts. Welwyn 481-2-5, offer:—
SINGER Hunter de luxe very low mileage, garage maintained since, nor showroom condition through the state of the condition of the cond

£2 £2

£2 SET

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1958 Singer Gazelle saloon, 5,000 miles, quite in the same car; exchanges — Wessex Motors, 8t Minchester, Tel. 5555, Mr. Paull. (5408-1949) E205; 3 months' written guarantee — ME:

Garages, 409, Kilburn High Rd. Tel. Maida Vale 4901 (7315)

1957 (model) Singer Gazelle convertible radio.
car: £695.—L. F. Dove (CV). Ltd., '86-98. Lower Addiscomile Rd., Croydon. Add. 3131.
1956 (July) Singer Hunter salon. State Fig. 1956. Lower Condition. Singer Hunter salon. State Carbon State Fig. 1956. Singer Hunter salon. State Carbon State Fig. 1957. Since Property of the State Fig. 1957. Since Property State Fig. 1957. Since Prop

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USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

SINGER

145 ans.—Singer 9 November, 1946, 2/4-seater roadster, red, pass lights, glass side screens, good
condition; terms; exchanges.—Rowland Smith, below,
125 ans.—Singer Super 10 1947 de luxe saloun, slidlist; open 9-7 weekdays and Saturdays.—Rowland
Smith, Hampstead (Hampstead Tube), Hampstead
6041. (C4018

1957 (May) Singer Gazelle saloon, excellent order, colour grey; written guarantee; £665.—Clayton's Cars (London), Ltd., 17, Bruton Place London, (1050)

ROWLAND SMITH'S, the Singer buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018.R

Singer Spares and Service CINGER spares mailed by return trade or retail.

B&H MOTORS, Bignell's Corner, South Mimms, [S1020/R] DACTI Herts. South Mimms 2231. [S1020/R L Comprehensive stock of Singer spares; full postal and repair facilities. 5, 7, 9, Redcross St., Liverpool, 1, Central 7851. SHOWROOMS.—87, Bold St., Liverpool, 1. Royal 1332. CLANFIELD LAWRENCE 2-10, City Rd., Carding Service—Tel-20531. [O220 CLANFIELD LAWRENCE 2-10, City Rd., Carding service—Tel-20531. [O311/R LANGASHIRE specialised sales, repair and spare parts service ingreated sales, repair and spare parts service. Ingreated sales, repair and spare parts service ingreated sales, repair and spare parts service. Ingreated sales, repair and spare parts service ingreated sales, repair and spare parts service ingreated sales. [O740 THE official Singer London parts distributors for all I trade and retail orders. [Ull weblicle service facilities also available—Autometry, Ltd., Ferry Rd. London, S.W.13. Riverside 829. [O754 R

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B&G MOTORS offer: £350.-M.G. TC 2-seater, recon. engine fitted.

£295 .- M.G. TC 1949 2-seater, cream. £165.-Morgan 4-4 10 sports 2-seater, spotless blue.

£145.-M.G. SPA sports 4-seater, cream.

£145 -M.G. 8 sweptwing sports 2-seater, red. over-£130 -M.G. 8 sweptwing sports 2-seater, blue.

£120 -M.G. N type sports 4-seater, red.

£105.-B.S.A. Scout sports 2-seater, blue.

MANY others, some under £50; easy terms, ex-changes.—B. & G. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019] GOLD SEAL CAR Co., Ltd.

GOOD sports cars wanted for cash.

HIRE purchase as low as 1/5th deposit, special low insurance rates available; motor cycles taken in

Part exchange rates available; motor cycles taken in part exchange days 10 a.m. to 9 p.m.; Sundays 10 a.m. over the control of the control of

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OFFER an incompurable selection of hand-picked post-war cars at attractive out-of-season prices.
£1785.—Lotus Elite. April 1959. GT coupe. red. \$00 miles. tuned.
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£1585.—Lotus Sili xV 1500 twin cam unit, just overhauled ready for season.
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£1215.—Lotus XI. 1959 series 2. stage III 1100.

Climax. Webers. discs. unmarked. white. hand-selective. White with a selective white. With a selective white. With selective white. Wire wheels. o'drive. discs. spots.
£1995.—Austin-Healey 100.6, 1957. 2-tr., blue white. hard-soft tops. o'drive. etc.
£1945.—Austin-Healey 100.6, 1957. 2 d-str., white. hard-soft tops. o'drive. etc.
£1945.—Austin-Healey 100.6, 1957. 2 d-str., white. black, hard-soft tops. etc.
£1945.—Jacuar XK140 fixed head. 1956. black.
£1945.—Jacuar XK140 fixed head. 1956. black.
£1957.—Austin-Healey 100.6, 1957. 2 d-str., white. black hard soft tops. etc.
£1958.—Jacuar XK140 fixed head. 1956. black.
£1958.—Jacuar XK140 fixed head. 1956. black.
£1958.—Jacuar XK140 fixed head. 1956. black.
£1958.—Austin-Healey 100.6, 1957. 2 d-str., white. black hard soft tops. etc.
£1959.—Austin-Healey 100.6, 1957. 2 d-str., white. black hard soft tops. etc.
£1959.—Austin-Healey 100.6, 1957. 2 d-str., white. wire wheels. o'drive, tuned unit.
£1959.—Austin-Healey 100.6, 1957. 2 seater. Lile with red.
£1959.—Austin-Healey 100.6 seater. etc.
£1959.—Austin-Healey 100.6 seater. etc.
£1959.—M.G. A 1957 2-seater. blue with red.
£1959.—M.G. A 1955 2-str., white. X tyres. spots. etc.
£1959.—M.G. A 1955 2-str., white. X tyres. spots. etc.
£1959.—Austin-Healey 100. 1955 2-seater. unblemished black with red cockpit. extras.
£1959.—Austin-Healey 100. 1955 2-seater. highly tuned, definitely unraced.
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£195

EAGLE MOTORS (NORWOOD), Ltd.

THE leading sports car specialists offer the following from their stock:—
£625.—1957 Morgan Plus 4.

£575.-BN1 Healey, red. £57.5.-1954 M.G. TF. red. all extras.

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SPORTS cars urgently required, especially late type models.—Eagle Motors. 1124-6a, London Rd., Norbury, S.W.16. Pollard 4895. (Buses and Green Line buses pass the door): open 9 a.m.-10 p.m. week-days, and on Sunday for inspection between 10 a.m. and 2 p.m. SPORTS CARS

ROWLAND SMITH'S for spo

ROWLAND SMITH'S for sports cars.

675 gns.—Austin-Healey 10. 1955, overdrive, heater, screen washers, Michelin X, unmarked.

595 gns.—TR2 September, 1955 hard top, B.r. green, 1955 gns.—TR2 September, 1955 hard top, B.r. green, 1957 gns.—M.G. Midget 1954 PT 1250 2-seater, one owner, small mileage, spare unused.

575 gns.—M.G. Midget 1954 price Vanden Plas sports hood and tonneau, Michelin X.

495 gns.—Triumph TR2, late 1955, pearl white, pve hood, tonneau cover, lugsage carrier, 1955 gns.—Triumph TR2, 1954, pearl white, pve hood, 195 gns.—Triumph TR2, 1954, pearl white, pve hood, 195 gns.—Connaught 1952 2-seater, B.r.g., dry sump, twin carbs. 4-branch exhaust, specimen.

395 gns.—Jaguar XR120 1951 roadster, grey red. red. 195 gns.—Jaguar XR120 1951 roadster, grey red. red. 195 gns.—M.G. Midget 1949 TC 2-seater, livory, red. 195 gns.—M.G. Midget 1949 TC 2-seater, livory, red. 195 gns.—M.G. Midget 1949 TC 2-seater, livory, red. 195 gns.—M.G. Midget 1959 TA Tickford d.h couse.

15 feather, screen wasners, tonneau cover; choice of 5 feats.—M.G. Midget 1939 TA Tickford d.h. coupe, 175 gns.—M.G. Midget 1936 9hp PB 2-seater. 175 gns.—Singer 9 Nov., 1946, 2/4-seater roadster, 184 gns.—Singer 9 Nov., 1946, 2/4-seater roadster, 184 gns.—M.G. Midget 1935 31 4-seater, recent engine overhaul; written guarantee over £300; terms; exchanges; list: open 9-7 weekdays and Saturdays. Hampstead Guith, Hampstead (Hampstead Tube). IC4018

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1956 (August) Triumph TR3, finished in pillarbox for each with biscuit trim, overdrive, heater, screen clean, for a weather equilibre, wing mirrots, michelin X, and full weather equilibre, wing mirrots, and the season of the seaso

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WARDON GARAGES OF BIRMINGHAM.

487 Coventry Rd., Small Heath, Birmingham, 10, [3694] 2650 —Lotus Mark XI Club model (Ford 1908).

Mark XI Club model (Ford 1908).

saloon, cash addustwent either way.—6, The Avenue.
Middlesborough. Tel. 39626.

Sports Cars Wanted
GOLD SEAL CAR Co., Ltd., require good sports cars
for stock.—Tel. New Cross 7433. (W2146 R OWLAND SMITH'S, the sports car buyers; highest cash prices. -Hampstead High St., N.W.3. Ham.

Sports Cars Spares and Service
TUNING repairs, unobtainable spares made.—Automenders, Ltd.—Ferry Rd., Barnes, S.W.13. Riverside 8291. STANDARD 8

1955 Standard 8 saloon, heater, washers, excellent condition; £410.—886, High Rd., N.12, Tel. Hillside 1044. Hillside 1044.

F. DOVE, Ltd., offer:—

1957 Std. 8 Gold Star saloon; £485.—L. F. Dove. Liberty 345.

JOHN TWIGGS (MOTORS), Ltd., offer:—

1957 Standard Gold Star 8, 14,000 miles, im-maculate throughout; £495. JOHN TWIGGS (MOTORS), Ltd., 92, Queens Rd., S.E.I.S. New Cross 1136.

BERKELEY SQUARE GARAGES, Ltd., offer: 1957 Standard Super 8 saloon, black, heater;

BERKELEY Sq., London, W.1. Oro. 4343. 1954 Standard 8 saloon, one owner, grey, excep-tional condition; £360.

GARAGE SERVICE Co., Ltd. 9, Hoop Lane, Golders Green, N.W.II. Specuweil 4411.

1957 Standard & excellent condition: £495.—Steele London Airport. Hounslow 4606.

1954 Standard 8, one owner, 22,000 miles, excellent condition; £415.—Robbins, East Putney, Tel. (C3010

1954 condition; £415.—Robbins, East [C3010 17881.

1955 (Oct.) Standard Super 8 saloon, black, one us new; £425.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., IC1116, Richmond 6441.

1957 Standard 8 Gold Star engine, green with a heater; £495.—Carris Motors, Ltd., 104-6, Bromley Rd., Catford, S.E.6. Tel. Hither Green 3451.

[C1194] Cathering Rd., Catford, S.E.6. Tel. Hither Green 3451.

[C1194] Cathering Rd., Catford, S.E.6. Tel. Hither Green 3451.

[C1194] Cathering Rd., Catford, S.E.6. Tel. Hither Green 3451.

1955 Standard 8 de luxe salcon, heater taxed year very good tyres, 26,000 s.W.15. Kingston 8355.

USED CARS FOR SALE AND WANTED - SPARES AND SERVICE

STANDARD 8

25 gns.—Standard 8 1955 de luve saloon heatersereen washers, list open 9-7 week-days and
Saturdays.—Rowland Smith, Hampstead (Hampstead
Tube). Hampstead 6041th, Hampstead (Edola
BEST cash or exchange price.—Premier Motors, 295,
Lewisham Hign St., S.E.18. Lee Green 1953;
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ROWLAND SMITH'S, the Standard buyers; highest cash prices.—Hampstead High St., N.W. 3. Ham. GOOD condition Standard 8 required immediately.—
Kingston. (W3016 Rd., Kingston. (W3016 Rd.)

WARWICK WRIGHT, Ltd., offer:-1957 Standard 10 saloon, beige, fawn upholstery, 11,000 miles; £435.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.

STANDARD 10, 13.000 miles, registered 1956 (April).

heater, extras, excellent condition; &465.—Cubin 1955 (April).

ham 7884 after 7 between 1955 (April).

1955 (Bosen-E. L. Mendel, Ltd., 279, Finchley Rd., 1945).

1958 etc., low mileage, original condition, one owner: £555.—Odeon Motors, Ltd., Bar, 1144. (C3028 1955).

1955 Standard 10 saloon, grey, red interior, fitted for the condition of t

BEST cash or exchange price.—Premier Motors, 295.
Lewisham High St., S.E 13. Lee Green 1051.
W3093 ROWLAND SMITH'S, the Standard 10 buyers; highest cash prices.—Hampstead High St., N.W.5. Ham, 6041.

STANDARD COMPANION
WARWICK WRIGHT, Ltd., offer:—

1955 (Nov.) Standard 10 Companion estate car, Warwick WriGht, Ltd., 393, Edgware Rd., N.W.2 (Gladstone 0041) Ltd., offer:—PARK MOTORS (KINGSTON), Ltd., offer:—

1959 Standard Companion, 2-tone grey, heater, 1,100 miles only, as new £725.—187-193. London Rd., Kingston-on-Thames. Kingston 7610. ICS124. 575 gns.—Standard 10 Companion 1957. radio. heater, tion: written guarantee terms. exchanges. list: open 95 creen washers. undersealed, excellent condition: written guarantee terms. exchanges. list: open 95 creen washers. Library terms of the condition written guarantee.

STANDARD ENSIGN & PENNANT

**58 model (reg. Nov. '57) Standard Ensign saloon, duo-tone, green/grey with red interior, heater, washers, texed, £685; guarantee .erms, exchanges—866, High Rd. N.12. Hillside 1044, BERKELEY SQUARE GARAGES, Ltd., offer:—

1958 Standard Ensign saloon, blue, radio, heater, BERKELEY Sq., London, W.I. Gro. 4343.

1958 Standard Ensign, fit any family; £700 Steele Griffiths, London, S.E.5. Rodney 220

1958 Standard Pennant, duo-tone green and be £615.—Woodcote Motor Co., Ltd.,

1958 Standard Pennant, grey, Smith Radiombile, heater, overdrive, twin spots, in outstanding condition; £675.—Hillside 5244.

1958 Standard Ensign, black red, duo-tone with standard pennant, silver grey medic blue, leater and beige interior. Radiomobile, heater washers.—Jaterham, 2534

1958 Islandard Pennant, silver grey/medic blue, leather upholstery, an exceptional car, mileage only 8,500, fitted with Standrive, overdrive, windscreen washers, heater radio, laminated safety glass and undersealed, sold by us new at a cost of over £925: £675.—Manor Circus Motors, Ltd., Lower Mortlake Rd., Richmond 4004.

STANDARD VANGUARD

HALLS. 1957 standard Venguard Phase III salcon, blue High Pd., N. I. Te Hilliste 1044, S. I. Sloney MARCUS, LUC.

1957 Vanguard, 15,000 miles, one owner; £675.— 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006] . F. DOVE, Ltd., offer:-

1955 Vanguard estate car, green; £510.—L. F. S.W.19. Tel Liberty 3456. [C1077.1]
L. F. DOVE, Ltd., offer:—

1953 (November) Vanguard estate car, grey, over-drive, heater, £395.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19 Tel. Liberty 5456. DUNCAN HAMILTON & Co. offer:-

1957 Standard Vanguard estate car Phase III, blue and grey, heater, overdrive, etc., one owner.

—33. High Rd., Byfleet 3101. [C1091] TOHN TWIGGS (MOTORS), Ltd., offer:-

1957 Vanguard, two-tone, leather, heater, wind-an unmarked car; £725, JOHN TWIGGS (MOTORS), Ltd., 92, Queens Rd., JS.E.15, New Cross 1136. HENLYS offer with 4 months' guarantee:—

1957 Standard Vanguard Sportsman, overdrive, and beige interior; 2865. grey and black with black HERLYS. Ltd., Parkway, Regent's Park, N.W.1. [3736]

STANDARD VANGUARD
STANDARD VANGUARD (2014)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8 Mountview 5228, IC4111 BERKELEY SQUARE GARAGES, Ltd., offer:—

1958 Vanguard saloon, green, red leather, radio-top overdrive; £815. 1957 Vanguard saloon, beige, radio, overdrive, two PERKELEY Sq., London, W.1. Gro. 4343

1950 Vanguard, heater, very good condition; £265. COTT CARS. 341-347. Finchley Rd.. Hampstead. London, N.W.3. Hampstead 5676 7779. IC4016 1954 Vanguard overdrive. radio, excellent condi-tion; £445.—Pinner Motor Co. Pinner 456.

1957 Phase III Vanguard with heater, black, 2 miles, choice of 2 from £635.—Hounslow

1957 miles, choice of the blue and beige, 25,000 miles only; £640.—Bowman's Garage, Weybridge (C1143

5265. C1143

VANGUARD III estate car required; consider Austin Ags; immediate settlement.—Greenways, 81, Alresford Rd., Winchester.

1954 Vanguard saloon, overdrive, magnincent. Astwood (C4078)

Mews, S. W.7. Fro, 1319. (C4078)

1958 Fr65. Vanguard de luxe, green, one owner; tock Hill. N.W.5. Sw., 4441.

R. HARDY & SON, Ltd., offer 1953 (Oct.) Stand Vanguard Phase II, black, very nice car; £37 Goring-by-Sea 43344,

1950 Vanguard, unmarked, loose covers, recon-engine, 10,000 miles, new batt., 2 new tyres, immaculate; £269.—Har. 5706.

immaculate; £269.—Har. 5706.

1958 Standard Vanguard, grey and blue, heater, 6.000 miles only; £825.—Dawnier Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2582.

Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2352.

No deposit h.p. terms available on a wide range of vehicles.—Shepton Mallet Transport, Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel. Monarch 7685.

AZ Shepper Sq., London, E.C.2. Tel. Monarch 7685.

AZ

drive.—Pengree Estate Const. [C3095]

1957 Vanguard de luxe. Phase III, one owner. overtive. radio, duo tone. 19.000 miles. immaculate; £725.—Elmbridge Motors, Kingston By-Pass,
Tolworth. Elmbridge 2254.

1649 — Standard Vanguard estate car Phase 3,
Estandard Vanguard estate car Phase 3

345 gns.—Standard Vanguard 1953 saloon, gun tee: terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead tube). Hampstead 6041.

Tube). Hampstead 6041.

ROWLAND SMITH'S, the Standard Vanguard buye highest cash prices—Hampstead High St., N.W. Ham. 6041.

If Estate Cars, Ltd., the Utility Specialists, urgen Road West, East Sheen, S.W.14. Prospect 7648-25.

Road West, East Olices, 10520 R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Standard buyers; highest
cash prices.—Hampstead High St., N.W.S. Ham.
(W4016.R

Cash prices.—Hampstead High St., N.W.5. Ham.

(W4018 R

BARKERS MOTORS (LONDON), Ltd. (Tel. Balham

Lange Standard Spares, sales and service.—

BARKERS MOTORS (LONDON), Ltd., Tor Standard Oscillation of the Company of t

SCOTT CARS. STUDEBAKER

1952 Studebaker Champion, overdrive, one owner 1951 Studebaker Commander convertible, overdrive, hill hold, radio and heater, in excellent conditions that the conditi

dition throughout.

SCOTT CARS, 341-347. Finchley Rd., Hampstead,
London, N.W.S. Hampstead 8676,7779. [C4016]

HENLYS offer with 4 months' guarantee:—

HENLYS offer with 4 months' guarantee.

1957 Studebaker Golden Hawk, automatic, heater, left-hand drive, power-operated steering brakes and windows; one owner, satin bronze with ream and grey interior: £1.795.

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SUNREAM

ROOTES.

HAVE avialable a range of Sunbeam cars of very low mileage.
ONDON, W.1.

DEVONSHIRE House, Ficcadilly.

GRO. 3401.

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RAYMOND WAY offers:-

1956 (Aug.) Sunbeam Mk. III sports saloon in this popular make, cost over £1,200 new 11rde htr, radio, overdrive, wheel trims, spot lamp, badge bar, etc., one careful owner; £765gns, 200 Mrst-class cars to choose from —Raymond Way 300 Motors, Kilburn, N.W.6. Maida Vale 60448

[011] R

R . HARDY & SON offer:-

1956 Sunbeam Mk. III. duo colours overdrive, excellent condition: £850.—52-55, Marylebone High St., W.1. Hunter 6942.

CATERHAM MOTOR Co., Ltd., offer:-

1957 Sunbeam Mark III saloon, dawn mist. Corintle blue, overdrive, heater, radio, one owner CATERHAM MOTOR Co., Ltd., Reigate 2245.

GLANFIELD LAWRENCE, Ltd., offer:-

1955 (November) Sunbeam Mark III, overdrive, ondition throughout: £725—407, High Rd., N.12. Finchley 0091.

1955 Sunbeam Mk. III. overdrive, heater, rev. counter; £600.—Farnham, Surrey, 4965, 3640

1955 series Mark III Sunbeam, heater, radio, sun-roof, wing mirrors, etc., grey with red upholstery: £665.

A SCOT SERVICE STATION, High St., Ascot, Ecris, Ascot 1649.

£765.—Sunbeam Mk. III 1956 (June), heater, 25,000 miles, tenuine, as new.—Hazell's Garage, Chesham Rd., Amersham 1277/8.

1955 model Sunbeam Mark III saloon, duo tone. 1965.—heater, radio, excellent throughout: £685.—Dawes, Shillington, Hitchin. Tel. Shillington 210.

1957 Series Sunbeam Mark III saloon, in du-rev. counter, overriders, one owner, specimen car. £860.—Gibsons Sports Cars. Lyndhurst Rd. Christ-church, Hants. Tel. Highelfine 2275. (C2108

1955 Sunbeam Mark III sports saloons, choice of all extras, radio and heater, one-owner cars of moderate mileage, 1 silver grey, 1 in pastel green; priced from 6665

450 other cars available; write for fully descriptive CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 n.m.; until restricted hire purchase, exchanges.

1957 (Oct.) Sunbeam Mark III S saloon, only, cost new over £1.550, special price £995, rs used car on the market, must not be confused ordinary Sunbeam III; part exchanges considered.

ordinary Sunbeam III; part exchanges considered, confidential easy payments.

MCKINNON MOTORS, Ltd., "Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404.

Sunbeam Cars Wanted

ROWLAND SMITH'S, the Sunbeam buyers: highest
cash prices.—Hampstead High St., N.W.5. Ham.
[W4018 R

URGENTLY required, 1951-59 Sunbeams.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275.

SUNBEAM RAPIER

1959 series Sunbeam Rapier, low mileage, heater, duo colour; 2935.
LEX GARAGES, Ltd., High Rd., Wembley, Middx. Wembley 8787. H. A. SAUNDERS, Ltd.

1958 Sunbeam Rapler convertible, blue blue up-radio; £936. A. SAUNDERS, Ltd., 836-842, High Rd., North H A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4032]

TOM GARNER, Ltd., offer:-

1957 (Dec.) Sunbeam Rapier Series 1 sln., black/ specimen car; £355. 10-12, Peter St., Manchester, 2. Bla. 9265-6-7.

GLANFIELD LAWRENCE, Ltd., offer:

1956 (November) Rapier, overdrive, low mileage, one owner; £795.—407, High Rd., N.12.

SUNBEAM RAPIER
JAMES SPENCER, Ltd., offer:-

1957 Sunbeam Rapier saloon, finished in pippin 7,000 miles: £875. JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex 4265/£209.

WARWICK WRIGHT, Ltd , offer:-

1958 Sunbeam Rapier Series II saloon, 2-tone blue.
1958 grey upholstery, heater, 13,000 miles; £935.
WARWICK WRIGHT, Ltd. Lord's Court. St. John's
Wood Rd., London, N.W. & Cunningham 6050, [C4045

GUY SALMON AUTOMOBILES offer:-

1958 Sunbeam Rapier saloon, grey, 8,000 miles, radio and heater, excellent condition; £950.

-Portsmouth Rd., Thames Ditton, Emberthrook 551-2-5.

HENLYS offer with 4 months' guarantee:--

1956 Sunbeam Rapier, overdrive, heater, one interior; £765, 1765, HRNLYS, Ltd., 958-964, High Rd., North Finchley, 17748

Hentre, 16d., 996-966. High Rd., North Finders, 15745
Hentre Central Replier, 16d., 15745
Hentre Central Replier, red grey, overdrive, heater, 1957 only 12,000 miles; £800.—46. Wattord Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]
1957 Sunbeam Rapler, overdrive, one owner, duopass & Joyce, 16d., Great Portland St., C3039, Museum 1001.

Museum 1001. [C3039]
1958 Sunbeam Rabier, finished in duo blue, one outstanding performance: £895.
PARKHOUSE CAR SALES, Ltd., 289, London Rd., Romford 43542. [C3116]

1958 Sunbeam Rapier, 12,500 mle., grey black overdrive, heater, taxed, as new; £925.—Tel Loughton 3552 evenings; 24, Marjoram's Ave., Loughton 15322

Loughton 5552 evenings; 24, Marjoram's Ave., Loughton, Essex.

1957 (Nov.) Sunbeam Rapier, one owner, black, asperb car, bargain; £795.—Blue Star Garages, Watford Rd., Wembley. Arnold 7740.

1958 Sunbeam Rapier Series II saloon in pippin are de and cream with overdrive, radio, heater, clock, rev. counter, white sidewall tyres and underseal. The counter with the sidewall tyres and underseal. The counter with the sidewall tyres and underseal. The counter with the sidewall tyres and underseal were moderate mileage, beautiful condition, £934.

450 other cars available; write for fully descriptive produced catalogue eighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase, exchanges. [C1035]

1957 Sunbeam Rapier, overdrive, radio, heater, one owner, 15:000 miles, unmarked brand new condition.—Portsea Motors, Ltd., 142, Finchley Rd. KW.3 (opposite Firichley Rd. Tube Station). [C311]

stead 9661. [C311]
1957 (Kov.) Sunbeam Rapier Saloon in grey blue.
wall tyres, one owner. 11.000 miles only: £320. Glibsans
Sports Cars. Lyndhurst Rd., Christchurch, Hants. Tel.
Highcliffe 2275.

Highcliffe 2275.

1958 heater, screenwashers, twin spot lamps, badge bar, radio, tachometer, 8,000 miles, as new, genuine private sale; £925.—Mincing Lane 6033, Potters Bar 3912.

ROWLAND SMITHS, the Rapier Duyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041.

SUNBEAM ALPINE

1954 Alpine, fitted with heater, good example of this Marque; £645,—Waters, Barnet By-Plass, Hatfield, Tel. 2711. [3095]

Hattheid, Tel. 2711. [3095]
1954 (luly) Alpine, ivory, red trim, heater, Ace Rimbellishers, spotlamps, screenwashers, almost new Michelins, tuned, excellent car, only £550; delivered free.—Remfry Motors, 560-2, Anlaby Rd., Hull. Tel. 51039.

SUNBEAM-TALBOT

LEC 1951 Sunbeam Taibot 90 saloon, two owners maintained here, spoiless metallic green, details of recent overhaul including new tyres gladly given. £440.00 terms, exchanges.—The Lorraine Enc. Co., Ltd., 29-30. Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 6851.2-3.

DICKS.

1949 Sunbeam-Talbot 20 saloon, remarkable con-dition; £350. D'CKS CAR SALES, Ltd., Excter Rd., Kilburn, Tel. Gladstone 7175.

1951 Sunbeam-Talbot heater, other extras, out-standing condition: £395.
1953 Sunbeam-Talbot 90 saloon, radio, heater, excellent condition; £515.
COTT CARS, 341-347, Finchley Rd., Hampstead. London, N.W.3. Hampstead £676/7779, [C4016]

1951 90 sports saloon, blue, radio, heater: £410. —Campbell Symonds, Alperton 1515. C1037

SUNBEAM-TALBOT CTARNES MOTORS offer:-

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

1952 Sunbeam-Talbot 90 convertible, blue with grey interior, radio, whole car in mint condition; 2450.—103. Cricklewood Broadway, N.W.2. (13804) Gladstone 0298.

WARWICK WRIGHT, Ltd., offer:—

1951 Sunbeam Taibot 90, Mark 2 saloon, blue, heater; £425.
1952 Sunbeam Taibot 90 Mark 2 convertible, bronze, heater; £445.
WARWICK WRIGHT, Ltd., 393. Edgware Rd., N.W.2.
Gladstone 0041.
CLARKE & SIMPSON Ltd., offer:—

1952 (Sept.) Sunbeam-Talbot 90 sports saloon, button radio, heater, etc., a really exceptional example; £525,—49, Sloane Sq., S.W.I. Tel. Sloane 9436, 2(1048)

COMPTON & FULLER, Ltd., offer:-

COMPTON & FULLER, Ltd., offer:—

1954 Sundyam Talbot 50 saloon, one owner, imperception of the condition; £575.—Elimers End.
Beckenham, Bec, 5570.

GEORGE HARTWELL, Ltd., the nationally recognised Sundeam specialists, offer:—
Sunseam-Talbot 90 Mk. IIA saloon, 1955, pearl grey summer blue, fifted heater and other extrasseceptional value; £525.—55-41, Holdenburst Rd., Bournemous and the condition of the condition

McLARFIN & COX, Lttt. 380, MSC (C3083 1952 Sunbeam-Talbot 50 saloon, excellent mechanical condition: £375.—John Whalley, Ltd., London Rd., Bishop's Stortiord. Tel 181-2 (C4051 1951 (September) Sunbeam-Talbot 90 sports suloon, bronza with red leather, heater, etc., A SCOT SERVICE STATION, High St., Ascot, Berks. (C1186 1951 (November) Sunbeam-Talbot 90, black, red leather, radio heater, w washers, fire extinguishers, beautifully clean car: £410. (C1186 1951 (Woylesdon 227, ESS, Worpleadon, Guidford, Tel, Woylesdon 227, ESS, Worpleadon, Guidford, Tel, Woylesdon 227, ESS, Worpleadon, Guidford, C156 (C4156 1955) Sunbeam-Talbot drop head grev, red up-holstery, itted heater: £665.—L. F. Dove, Ltd. Woking 1282 (Moylesdon 270, ESS, Worpleadon, Guidford, C4156 (C4156 1955) Sunbeam-Talbot, Grovertible, Ltd. Woking 1282 (Moylesdon 270, ESS, Worlesdon, Guidford, C4156 (C4156 1955) Sunbeam-Talbot, Grovertible, C4156 (Moylesdon 270, Moylesdon 270, C4156 (Moylesdon 270, Moylesdon 270, C4156 (Moylesdon 270, Moylesdon 270,

1950 Sunbeam-Talbot 80 coups, green, radic heater, infee condition; £345 o.n.o,—Foxell, 73, Radstock Rd., Reading. Day Bracknell 1301 ext. 33;

Radstock Rd. Reading. Day Bracknell 1501 ext. 336.

1954 Sunbeam-Talbot 90 coupe, black and cream. The state of the state of the state of the state of the state. The state of the state of

CAR MART, Ltd.

OFFER with six month's guarantee,

£850 —Triumph TR5A 2-seater sports, radio.
CAR MART. Ltd., \$20. Euston Rd., N.W.I.
Euston [C1039]
TARNES MOTORS offer:—

1955 Triumph TR2, black and red, hard top and marked and recommended; £595,—103, Cricklewood Broadway, N.W.2. Gladstone 0298. . F. DOVE. Ltd., offer:-

1958 TR3A, 12,000 miles, extras, white; £895,— L. F. Dova, Ltd., 44, Kingston Rd., London S.W.19. Tel. Liberty 3456. . F. DOVE, Ltd., offer:

1958 TR3A, 5,000 miles, blue; £935,—L. F. Dove. L'd., 44, Kingston Rd., London, S.W.19. Tel. [Clo77, 1 HENLYS offer with 4 months' guarantee:-

HENLYS offer with 4 months' guarantee:—
1957 red with tan interior. £815.
HENLYS, Ltd. Henlys Corner.
OTH Circular Rd.
1958 ritumph Roadster 1800. in excellent condition; £305.
SCOTT CARS. 341-547. Finchley Rd. Hampstead.
London, Rw. 5. Hampstead 8576,7779. [C4106
1958 Triumph Ro3A, overdrive, heater, Michelin X
1958 tryes, small mileage, one owner.
PREEMAN. Ltd. Grosvenor Garage. Burnage
2874. Rusholme

1955 Triumph TR2, radio, heater, matty extras, finished in ivory; £565.

PREMIER MOTORS, 295, Lewisham High St., S.E.13, Lee Green 1051.

Lee Green 1051.

Triumph Roadster 1800, ice blue, new hood, new Lattery, respray last year; £270.—Sil. 1947 Frumph robusts.

2578. Renown two owners only fitted recent representations of the control of the control

1959 Triumph TR3A, 2.2 competition engine, disc brakes, overdrive, tonneau, hood cover, etc.;

1937 brakes, overdrive, tonneau, nood cover, etc., £1.095.
TAYLOR & CRAWLEY, 42a, South Audiey St. (entrance Adams Row), Mayfair, W.l. Gro. 6810.
1955 Triumph TR2, B.r.g., extras, specimen condition; £595.—Ring Mr. Hebditch, (C4007)
1948 Triumph Roadster, grey, faultiess runner, good tries, £25,—Bray Motors, 10-18,

Ascot 1849. Beige red upholstery (leather), over 3,5682. 1956 (Nov.) TR2, white, luggage rack, link mats, active, heater, x tyres, etc., £675.—Bristol 1956 (Nov.) TR2, white, luggage rack, link mats, mirrors, one owner, good condition; £625 o.n.o.—Bell, Sloelands, Chesham, Bucks, 13534

1955 (May) TR2, white with white hard and soft tops, 35,000, family use only, clmost new tyres (first replacements); £795.—Chipping Norton 187, [3214]

tyres (first replacements); £595.—Chipping Norton 187, [3214]

TR2 Nov. 1956, powder blue, tonneau cover heater, one owner from new never raced or rallied an enthusiasts car in excellent condition: Royal 1964.

TR2 heater, Royal 1964.

TR2 heater, Royal 1964.

TR2 heater, Royal 1964.

TR2 heater, Edward 1964.

Heater, Ligar lighter, P.V.C. hood, tonneau cover the competitively; £500.—Box 3834.

TR3 disca, heater, red, one owner, 15,000.

E495. E750: 1954 TR2. o'drive, heater, tonneau, Lasser (Stoke-on-Trient) 406-7 & Hollinshead.

E495. Good condition throughout, owner emigrating, must sell, h.p. arranged.—88, Bourneside Rd, Addleanne, Surrey, 1862.

must sell, h.p. arranged.—68, Bourneside Rd., Addlestone, Surrey.

DISC-BRAKED '57 TR3 in red. a really beautiful Disperimen, neater, fog lamps, x; £795, part exchanges, h.p. terms.—Slocombes, Ltd., 36-32, Dudden 17-18, white, radio, heater, wire specimen, terms, exchange,—Brown, 126, Marsden Rd. Burnley, Tel. 4356, wheels, full tonneau, Alins, most excellent specimen; terms, exchange.—Brown, 126, Marsden Rd. Burnley, Tel. 4356, 1954 P. Vo. 7 Tel. 4366, Michelin X, hader dition throughout, one owner,—Thomsett, Keevil, Trowbridge.

1948 Triumph Roadster 1800, grey, blue interior; 1948 Triumph Roadster 1800, grey, blue interior; 1948 Triumph Roadster 1800, grey, blue interior; 1948 Triumph Roadster 1800, miles and two owners only, electric overdrive and host of extras; 2575 includes respray to purchaser's choice.—Tel. Hyde Park 6939 or Mil Hill 1800 mber, 1955, 15439, 15430

Carr. (London), Ltd., 17, Bruton Place, London, W.I. Hyde 9184.

1949 Triumph Roadster 2000 with reconditioned nearly new tyres, extras include H.M.V. radio, Zenito acaburetor, oil coil, wing mirrors, nearest offer £300: no desiers.—Box 5813.

2365 Element Spotiess grey cellulose, nearly new that a bood, inside leather excellent, mechanically outstanding; this is a superb specimen worth £100 more than the average of the cool of GREEN Established 1897.—100

L cars: written guarantee; exchances; easiest terms.—221-422. High Rd., Flinchley Florichey 622. [2052

2398 —Triumph Mayflower, 1952. maroon/beige, beautifully kept, careful owner; choice 2; lists 100 guaranteed cars.—Benmotors, 1. Clarendon Rd., London, W.I.I. Park 5066-7 (50 yards Holland Park Tube).

1957 Triumph TRS. B. R. green, wire wheels, disc brakes, Michelin X tyres, o'drive, hard top, soft top and tomeau cover, radio and heater, w./screen washers, badge bar, spot amp, taxed year, in supert condition throughout the top the top to the VIADUCT GARAGES (WOODFORD), Ltd., North Circular Rd., South Chingford, E.4. Tel. Larks-wood 4828-9.

wood 4828-9. [340]

AZ MOTORS offer 1949 2000 Roadster, hard top,
Deautiful condition, £295! Also 1951 Mayflower
convertible, radio, heater, one owner, £565! [951 200]
Renown razor-edge saloon, £309! 1953 Mayflower
saloon, just recellulosed, gift, £375!—Palmerston Rd.,
N.W.6. Mail, 4723.

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1959

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oon in aple of i htr., e bar, d Way 5044. [3368 rdrive, ige, in th St., [357]

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neater. Middx.

e up-North C4092

black/ xtras, 6-7. C2020

N.12. C2055

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

TRIUMPH

£515.—Triumph TR2 1954, very well maintained, in ivory with practically unblemished upholstery superb mechanical condition giving the high marque is so famous: written guarantee: h.p., exchanges, insurance: good sports cars wanted.—Alan Baker, Hudsons Garage, Drakes Lane, Potters Bar, Middx. (opposite the Ritz), Potters Bar 4232 (open 9 a.m. to 7 p.m.), or Hatfield 3861 any time. [C1199

Friumph Gars Wanted CWLAND SMITH'S, the Triumph buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. (W4016/R TR Ltd., Basingstoke. Tel. 19. W2143 Triumph Spares and Service TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3322)

L. H. SPRING & Co.

1958 Bedford farmers' model 12-seater utility, coffee cream, many extras, 8,000 miles, as new, 6 months' written guarantee; £525.—Friern Barnet Garage, Colney Hatch Lane, N.11. Enterprise 7667, (C4149

WARWICK WRIGHT Ltd., offer:-

1957 Ford Zephyr Zodiac Phase II (automatic) estate car, ivory, heater, 28,000 miles;

1958 Hillman Husky Series II, double duty. 2-tone grey, red upholstery, heater, 14,000 miles;

1957 Hillman Husky double duty, fawn/red uphol-1957 stery, heater, 20,000 miles; £495. WARWICK WRIGHT, Ltd. Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. (24045

DUNCAN HAMILTON & Co. offer:-

1956 Standard Vanguard Phase III estate car, fin-ished in beige, fitted overdrive, heater, etc..

one owner.

1958 Austin Calthorpe Home Cruiser caravan, comtanks, etc.—33, High Rd., Byfleet 3101.

JOHN TWIGGS (MOTORS), Ltd., offer:—

1958 Bedford Utilibrake, duo-tone, blue/ivory, 1,000 miles only, this vehicle is as new in every respect; £525.

JOHN TWIGGS (MOTORS), Ltd., 92, Queens Rd., 8.E.15. New Cross 1136.

HENLYS offer with 4 months' guarantee:-

1956 Bedford Dormobile, one owner, beige with red interior: £485, 1953 Hillman Minx estate, heater, blue with red interior: £465, 1955 With red interior: £655, 1955 With red interior: £655 With red interior: £6 HUMBER Hawk Mark VI estate brake, 1956; see under Humber.—Coachcraft, Evesham. [C1053

Humber Hawk Mark VI estate brake, 1956: see under Humber.—Coachcraft. Evesham. [C1053]

Camden Mottors, specialists in estate cars and cutilities, 30 models available; this week's specially selected vehicles:—

Bedford Mottors, specialists in estate cars and selected vehicles:—

Bedford Mottors, white motorised caravan 1958, plaid unblotter to the plaid to the plaid unblotter to the plaid unblotter to the plaid unblotter to the plaid and heater, photographs available. When the for fully descriptive CAMDEN MOTORS. Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase, exchanges. [C1035]

Bedford Motor State and the plaid unblotter to the plaid and heater, photographs available. When the for fully descriptive to the plaid unbl

BEDFORD Martin Walter Utilibrake, 1957, in geod condition; £375.—Finchley Road Garage, 335. Finchley Rd., N.W.3. Ham. 2252.

1956 model Ford Squire estate car, colour green with excellent paintwork and chrome: £475.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220.

Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 7 p.m. [C2008]

BEDFORD Dormobile 1955/56: excellent condition; 450; evenings after 6.—Fry. 43, Middlefield Rd.. Greenlane. Farnham, Surrey. [3468]

111 Estate Cars. England's largest stockiss: 50 new and used estates in stock; to buy or sell contact Pedigree Estate Cars, 340, Euston Rd.. N.W.I. Euston (7389).

1956 Commer estate car, green, used privately, Motors, Ltd., 594-609, Kings Rd., S.W.6. Renow 4492/6647.

1958 Hillman Minx estate, dual tone, low mileage, very attractive; £765.—Roys Automobiles, Ltd. 127 Pair sev, Regents Park, N.W.1. Euston 2700 (2305)

1955 Austin A30 Countryman, cream, radio; £425. 1955 Minor Traveller, black, clean, taxed; £495.

EXPRESS MOTOR & BODY WORKS, 150, Goswell Rd., E.C.1. Clerkenwell 4425. [13302]

PHASE II Vanguard estate, 29.000 miles, genuine;

1954-5 Bedford, genuine dormobile, one owner.
1954-5 Bedford, genuine dormobile, one owner.
1976-7 Red Hornsey, N.S. Mountview 5288. [C4111
1955 Commer estate car, one owner, grey with red upholstery, heater, whitewall tyres, replacement engine, completed 2,000 miles only: £460.—Exher

1958 (May) Hillman utility, 9,000 miles only, one ten guar.; £795.—Clayton's Cars (London), Lid., 17.
Bruton Piace, London, W.I. Hyde 9184. [Cl050]
MOTORS offer 1954 Hillman estate car with reconditioned engine; £415; 1949 Vanguard Lilly £451 [May 1964]
Lilly £451

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018 R

6041. [W4018 R]

*** Estate Cars. Utility specialists, best buyers of catale cars.—Prospect 7649. [0240 R]

*** Hill Minor Travellers, Hillman and Vanguard estate cars. A50, A40 and A70 Countryman, and shooting brakes required.—Putney 2276-7 221, Upper Richmond Rd. Putney, S. W.15.

*** Hill Estate Cars. Ltd., the Utility Specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes; good prices paid.—441. Upper Richmond Rd. West, S. W.14. Prospect 7648-9. [0010 R]

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VAUXHALL 10, 1940, taxed, good runner, tyres, battery, repaintable; £52/10.—Box 3881.

VAUXHALL VICTOR

1957 Vauxhall Victor, radio, heater, grey, excellent condition; £595.—886, High Rd., N.12. Tel. [3757]

£50 reduction.—Vauxhall Victor Mark I Estate car, new and unregistered; immediate delivery.—
302-306, King St., W.6. Riverside 2881 [C2100]

GUY SALMON AUTOMOBILES.

1958 Vauxhall Victor Super, 10,000 miles only, heater, supplied by us to one owner; £665.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. (24001) H. A. SAUNDERS, Ltd., offer:

1959 Vauxhall Victor estate car, haven blue and only 1,400 miles and literally as new throughout; £825.—H. A. Saunders, Ltd., 10, High St., Rickmansworth 3105.

ELM AUTOSALES (MORDEN) offer:-1957 Vauxhall Victor super, one owner, heater, blue, excellent car: £595.—28-30, Abbotsbury Rd., Morden. Cherrywood 1615.

CMI CAR SALES (Primrose 6623) offer:-

1958 Victor Super, heater, grey, £635 months' guarantee: terms, list on application.
Swiss Cottage, Finchley Rd., N.W.3. [Cl051
1957 Vauxhall Victor Super, heater, very low mileace, excellent condition.
COTT CARS. 341-547. Finchley Rd., Hampstead.
London, N.W.3. Hampstead 6876/7779. [C4015]

Dondon, N.W.3. Hampstead 6676/7779. [C3015]
1958 Yauxhall Victor, looks and runs as new; £660.
—Smith & Hunter, 376 Kensington Hish St.
W.14. Western 2512. [C4019]
1957 Yauxhall Victor Super, beige, heater, 12,000
Ltd, Reigate, Tel, 2269.

1957 Vauxhall Victor Super, red, heater: £625.— Carris Motors, Ltd., 104-6. Bromley Rd., Catford, S.E.6. Tel. Hither Green 3451.

1958 Vauxhall Victor estate, grey and ivory, all extras; £795.—Parsons & Parsons (Garages). Ltd., Potter St., Harlow. Potter Street 121. | C3038 1958 Vauxhall Victor Super, 4.895 miles only, one 2675.—Wheeler's (Newbury), Ltd., The Broadway, Reubury 1020.

1958 Victor Super salcon, heater, one owner, per-fect condition throughout; £659.—G. P. Morley, 13, Coombe Rd., Kingston-on-Thames. Kings-ton 8885.

1959 Phase I, absolutely as new, Vauxhall Victor Super, in gipsy red; any trial; £100 deposit.—Anthony R, Hill, Ltd., Empress Archway Rd., Leagrave, Beds. Luton 51515.

1957 (Nov.) Vauxhall Victor Super, one green; both cars in excellent condition; £615. He Wiltshire, Ltd., South St., Farnham (Surrey)

3000 miles only since new, 1959 Vauxhall Victor de luxe saloon, approximately 9 weeks old, very carefully run in, genuine reason for sale, many extras including heater, radio, individual front seats, two tone finish, a wonderful opportunity to purchase better than a brand new vehicle condition even better than a brand new vehicle.

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1958 matic, charcoal grey, only run 4,990 miles, in newish condition throughout, exceptional opportunity; 2685.—See below 1958. Super saloon, red. 14,075 miles, completer Super saloon, red. 14,075 miles, complete with heater, wing mirrors and fog lamps, extremely well maintained throughout; 6285.—E. J. Baker & Co., Ltd., Dorking 3822. (Clis9 1958 Victor, a one-owner vehicle which has been pleated upholstery and fitted with the following Vauxhall accessories: heater, screenwasher, petrol lock and parcel shelf; a marvelous opportunity to purchase a one-year-old car for £595, showing a saving of £75 from to-day's list price; in addition, a similar car mislined in dual tone will soon be available.

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VAUXHALL Victor required, 1957-1959, also PA
Vauxhalls, cash, h.p. accounts settled,—A, E.
Palmer Motors, 747, Dunstable Rd., Luton 51451
[W3158]

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1954 Vauxhall Wyvern, finished in green. radio. heater, electric clock, spotlight, one owner from new; £450.—132, Whitechapel Rd., Bishopsgate 3393.

R. S. CURRIE & Co., Ltd.

1956 Vauxhall Wyvern saloon, black, heater, a beautifully maintained car: £565.—105, Westbourne Grove, W.S. Bayswater 0085.

1954 Vauxhall Wyvern, grey with red interior, £495.—10?, London Rd., and High St., Kingston-on-Thames, Kingston 3348.

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1956 Vauxhall Wyern one owner, low mileage, many extras; £550.—353, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5866.

£450 George St., W.I. Wel. 6899. [CSII5]

1954 fitted with heater; £445.

BYNHLL MOTORS, Ltd., \$24-540, High St., Sutton. Surry, Tel. Vig. 8192-5.

R HARDY & SON, Ltd., offer 1954 Vauxhall Wyvern in grey: £450.—Goring-by-Sea 43344.

HENDON CENTRAL GARAGE, Ltd., offer at 5% in-terest charges; auxhall Wyvern, maroon, radio, heater, screenwashers; £510.—46. Watford Way, Hendon Central, N.W.4. Tel, Hendon 8084-5, (C2034)

£599!!!—1957 Vauxhall Wyvern de luxe saloon, one owner, 14,000 miles, spotless grey cellulose.

choice 2 LAMBS OF WOOD GREEN (established 1897), 100 cars: written guarantee; exchanges; easiest terms. --421-423, High Rd., Finchley. Finchley 6222, [C2052 AZ MOTORS offer 1955 Wyvern de luxe saloon, new tyres, grey, superb condition; £375!—Palmer-ston Rd., N.W.6. Mai. 4723. [C1011

ston Rd., N.W.6. Mai. 4723.

1954 Wyvern, green, heater, exceptional condition; 4255.—Vanderveil Bros., Ltd., 215. Haverstock Hill, N.W.3. Swi. 4441.

1950 v. Wyvern saloon, really well maintained by mechanical condition; £505.

1956 v. Wyvern, maroon; £550.

1952 v. Wyvern, harroon; £550.

GARAGE SERVICE Co., Ltd., 9. Hoop Lane, Golders Green, N.W.II. Specdwell 4411. [C2019]

1956 wyvern saloon, black with red interior, Colly's Garage, Ltd., Earls Court Rd., S.W.5 Fremantie 6373. [2570]

1956 vauxhall Wyvern saloon, silver straw heater, months' written guacantee,—MET Garages, 409, Kilburn High Rd. Tel. Maida Vale 4801. [C315]

1954 series, registered November 1955. Vauxhall www.ern. Empress blue with blue interior, heater, taxed, £420.—John Claydon, Ltd., East Horsley, Ci173

£485 —1956 Vauxhall Wyvern de luxe, i h.d., exmarmfacturer's own demonstration model, finished in
champagne with two-tone interior trim, radio, heater,
twin spots, clock and screenwashers, in immaculate
condition throughout.—Haverstock Garages. Haverstock Hill N.W.S. Gulliver 2662.

Vauxhall Wyvern Cars Wanted

BEST cash or exchange price.—Premier Motors, 295,
Lewisham High St., S.E.13. Lee Green 1051.
[W3095] GOOD condition Wyvern required immediately, Morley, 13, Coombe Rd., Kingston. Kingston. (W3016

19

19

FFS offer:—
1957 model Vauxhall Velox saloon, finished in unnamed off-white with brown leather and nylon upholstery, radio, heater, cigar lighter and all the Cresta extrast Seb. Kingston By-Pass, Esher.

EFS Minierbrook 5000.

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[C2112] GUY SALMON AUTOMOBILES offer:-

1957 (model) Vauxhall Velox, maroon; £625.

1957 Vauxhall Velox, green, heater, one owner, genuine 27,000 miles from new: £565.—Portsmouth Rd., Thames Ditton. Emberbrook 551-2-3.

AZ MOTORS offer 1952 Velox saloon, open an right £385!—Palmerston Rd., N.W.6. Mail 4723

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1956 Velox, heater, in outstanding condition; £525.

SCOTT CARS 341-547, Finchley Rd., Hampstead, London, N.W. 3. Hampstead 8676, 7779. [C4016 1958 Velox, srey, adb., etc., £435.—Oden Motors, London, N.W. 3. Hampstead 8676, 7779. [C4016 1958 Velox, heater server, £475.—Campbell 89, 1958 Velox, virtually new; £220.—Steele Griffiths, London Airport, Lounslow 4606. [3592 1956 Vauxhall Velox, heater and extras; £535.—Robbins, East Putney Fel. 7881 [C3010 1955 Vauxhall Velox saloon, black with red interferor, heater, beautifully maintained by one owner; £767, heater, beautifully maintained by one owner; £767, heater, beautifully maintained by one owner. Earlor, heater, beautifully maintained by one owner, Earlor, heater, beautifully maintained by one owner. Earlor, heater, beautifully maintained by one owner, Earlor, heater, beautifully maintained by one owner. Earlor, heater, beautifully maintained by one owner, Earlor, heater, beautifully maintained by one owner, Earlor, heater, beautifully maintained by one owner, Earlor, heater, well-kently maintained by one owner, Earlor, heater, beautifully maintained by one owner, Streen, beautifully maintained by one own

1957 heater, many extras, green, being microin, immaculate condition; £295.—Tel.: Leytonstone 5703, 1956 model Vauxhall Velox, radio, heater 1598 year, one owner; £545.—Harry Martin, 25, Devonshire Place Mews, W.I. Webeck 2924.
1954 Vauxhall Velox saloon, pale blue, radio, etc., taxed year, one owner; £545.—Harry Martin, 25, Devonshire teles, which was a series, which was a series, which was a series, which was a series, and the series of the ser

NEWNHAMS, Ltd.

1958 Vauxhall Cresta raioon, low mileage, exceptional condition; 2895, NEWNHAM House, 235-245, Hammersmith Rd., London, W. R. Riverside 4646 (9 lines). [C3024]

1958 Vauxhall Cresta saloon, black, red black upholstery, recorded 11,758, radio, heater;

H. A. SAUNDERS, Ltd., 856-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092] CROFTON GARAGE, Ltd.

1955 Vauxhall Cresta, finished in maroon and ream, radio, heater, absolutely unmarked, as new; £510-132, Whitechapel Rd., Bishopsgate 3393.

H. BEART & Co., Ltd., offer:-

1955 Vauxhall Cresta, red and white with red and thine interior, fitted heater, beautifully maintained example; £543.—102, London Rd, and High St., Kingston-on-Thames, Kingston 3548. [C1081 WARWICK WRIGHT, Ltd., other;

1958 Vauxhall Cresta saloon, 2-tone grey, red upholstery, radio and heater, 12,000 miles; WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050. [C4045

COMPTON & FULLER, Ltd., offer:-

1958 Cresta, mountain rose grey, radio, impeccable condition; £945.—Elmers End, Beckenham. GUY SALMON AUTOMOBILES offer:-

1959 Vauxhall Cresta Royal glow and ivory grey leather, radio and wing mirrors 5,000 miles, indistinguishable from new; 2695.
1958 (Agust) Vauxhall Cresta, 7,000 miles only: 1958 (E985.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

HENLYS offer with 4 months' guarantee:—

1956 Vauxhall Cresta. red and silver straw, with HENLYS. Ltd. Parkway, Regent's Park, N.W.I. 1973.
1955. low mileage, streen green: £635.—Hillingdon Motors, Western Ave. Tel. Uxbridge 8588. Motors, Western Ave. Tel. Uxbridge 8588.
1956 Cresta, maroon silver straw: £625.—John N.T. North 4441.6666.

1958 (September) Vauxhall Cresta saloon, in blue and white, heater, 6,000 miles, one owner;

AZ MOTORS offer 1956 Cresta saloon, silver straw, genuine 21,000 miles only, one owner, gift, 6575!—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

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AND Western Ave., W.1 Acorn 4641. GOOD Vauxhall required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts, Harpenden, 118, OWLAND SMITH'S, the Vauxhall buyers; highest cash prices.—Hampstead High St., N.W.3. Ham [W4018, F. W4018, F. W4018]

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S W.S. Fremantle 6373. [0479/R]

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1958 fixed head de luxe 12,000 miles, diamond grey, excellent condition; £650.

1956 model (October '551 fixed head de luxe, one where; £575, EUROPEAN CARS, Ltd., 129, Old Frompton Rd., S.W., Fre. 7711.

1955 Volkswagen de luxe saloon, carefully used; DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, CAR MART, Ltd.

OFFER with six month's guarantee.

£645 —Volkswagen 2-door de luxe, heater, 19,000 CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.
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1958 model Volkswagen de luxe saloon. Capri blue 115.000 miles, one owner since new, unmarket. 2635.

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WM offer a choice of two excellent Volkswagens:

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1958 mileage 30.000; £650. saloon, grey, mileage
1956 la. doug agraft de Wibeck Motors, Ltd., 109,
Crawford St., London, W.1. (Near Baker St. Station.)

Crawford St., London, W.I. (Near Baker St. Station.)
Welbeck 1139. (2003)
ELM AUTOSALES, Ltd., The VW specialists of the
South offer:—
1958 Volkswagen de luxe, Argave green, un1956 volkswagen de luxe, double bumpers, polar
1956 volkswagen de luxe, Strato silver, one
1956 volkswagen de luxe, Strato silver, one
1956 volkswagen de luxe, strato silver, one
1957 volkswagen de luxe, sun roof, green, gxfras.
1958 volkswagen de luxe, l.h.d., black, extras, ex1958 volkswagen de luxe, l.h.d., black, extras, ex1957 volkswagen fisew Pick-up, original blue, one
1958 volkswagen fisew Pick-up, original blue, one

. F. DOVE, Ltd. 1958 Volkswagen, one owner, ice blue. 10,000 Rd., London, S.W.19. Tel. Liberty 2456. [Ci077 1955 Volkswagen, green, beige leather, excellent Condition throughout; £480. McLAREN & COX. Ltd. 928, High Rd., North Finchley, N.12. Tel. Hillside 0560-6306-8. [C3083

1957 Volkswagen saloon, Polar silver, red up1958 model Volkswagen saloon, Polar silver, red up1958 model Volkswagen saloon, Capri blue, fitted
1958 with parcel shelf, Ace Rimbellishers, windscreet: washers, etc.; £615
Working Motors (MAYBURY HILL), Ltd., Wok1956-57 de luxe Volkswagen, choice of 2 in first1956-57 de luxe Volkswagen, choice of 2 in first1958-57 de luxe Volkswagen, ch

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Ascot 1649.

MONACO MOTORS, the Volkswagen specialists, offer:—
V&F.—1958 d.l., one owner, silver blue, 7,000 miles, immaculate; £665.

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V&F.—1955 series d.l., black, 29,000 miles; £475.

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V&F.—1947, l.h.d., brand new 1192cc engine fitted 50,000 miles ago; £225 rough, tyres good, value of the series o

N.W.2. Giladstone 1802.

1956 Volkswagen de luxe seloon, black, red 1956 Volkswagen de luxe saloon, black; £550 de luxe seloon, green excellent; £515.—39. College Cres. N.W.5. (Swiss Cottage Tube.) Pri. 4466. [C406 1958 V.W. de luxe, very many extras. including the cett.; £675.

1954 V.W. de luxe, saloon but even more extras; Elyston 1958 V.W. de luxe, salove but even more extras; Elyston 1958 V.W. de luxe, salove but even more extras; Elyston 1958 V.W. de luxe, salove but even more extras; Elyston 1958 V.W. de luxe, salove but even more extras; Elyston 1958 V.W. de luxe, salove but even more extras; Elyston 1958 V.W. de luxe, salove but even more extras; Elyston 1958 V.W. de luxe, salove but even more extras; Elyston 1957 V.W. de luxe saloon, polar silver; 1957 Volkswagen de luxe saloon, black; £550 1957 Volkswagen de luxe saloon, agave green; £595,

1957 Volkswagen de luxe saloon, agave green; £595, CLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley, Surrey 2361; and Colborne Garage (Kent), Ltd. Manston, Kent. Tel. Manston 256, (9373/R JACK ROSE, Ltd., offer:—1957-8 Volkswagen de luxe saloon, silver blue, many expensive extras; accept £625,—Stafford Rd., Wallington Surrey. Wallington 6577/8. 6677/8.

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1957, one awner colour red and brown, in perfect
condition throughout; £300.—Henshaw, Sutton-og-Sca
405.
[3460]

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ALL Volkswagen models wanted urgently.—The Hyde

AMotor Co., 155, The Hyde, N.W.9. Collindale

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MOTORS, Ltd., sole Volkswagen concessionaires.—Genuine spare parts obtainable from 259, Plaistow Rd., London, E.15 (adjoining Plaistow Station, District Line). Maryland 7661-5, London Rd., London, W.6. Cunningham

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CRASH damage panel work and painting carried out; engine overhauled by VW-trained men; spares.

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1959 Volvo 1228 sports saloon, red, many extras, a few weeks old, 4,000 miles only, rare opportunity, over £100 under list price.

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1958 series Wolseley 1500 sln., green/white, htr., 10-12, Peter St., Manchester, 2. Bla. 9265-6-7. (C2020

H. BEART & Co., Ltd., offer:-

1958 Wolseley 15/50 saloon, Yukon grey with red tained by one careful owner; 2865.

1955 Wolseley 6/30 saloon, finished in black with 1955 Wolseley 6/30 saloon, finished in black with didnor throughout; 2625.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081 WARWICK WRIGHT, Ltd., offer:-

1957 Wolseley 15/50 saloon, grey, red upholstery, heater, 19,000 miles; £765, WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050, (20045)

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WOLSELEY 15,50 (not the Farina line) wies the same body style as the Magnette, finished in champagne beige with dark red interior, fitted with foglamps, heater, screenwashers, etc., delivered new late in December 1956, total mileage 2,750 only, genuine reason for sale, unmarked, as new, taxed for the year, we ask a sensible price for what is virtually a new car;

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey Guildford 62907. [C1057 BROWN'S GARAGE (LOUGHTON), Ltd.

1958 Wolseley 1500 saloon de luxe, heater, washers, low mileage; £715, 1958 Wolseley 15,50 saloon de luxe, heater, Wolseley 15,50 saloon de luxe, heater, washers, 6,000 miles; £845, BROWN'S GARAGE (LOUGHTON), Ltd., High Rd., Loughton, Tel. Loughton 6262. HENLYS offer with 4 months' guarantee:-

1956 Wolseley 6 90, grey with red interior; £765. HENLYS, Ltd., Parkway, Regent's Park, N.W.1. [3738] TANKARD & SMITH (CHELSEA), Ltd., offer:-

1957-8 Wolseley 15/50, maroon/red, one owner, £795.—194/198, Kings Rd., Chelsea, London, S.W.3. Flaxman 4801. TANKARD & SMITH (CHELSEA), Ltd., offer:-

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1955 4/44, black brown leather, heater, radio; a fine example; 3 months' guarantee: £550, MORRIS House, Morden Rd., S.W.19, Lib, 8221. 57, Hill Rd., S.W.19. Wim. 2526. [C2086]

1649. [(Jan.) Wolseley 6/90 saloon, grey. heater, sliding roof, one owner; £550 E NEWMAN & Co., 369 Euston Rd., Loi

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1951 Wolseley 6/80, 2 owners, maintained by gineer; £285.—The Oaks, Ashtead. Tel 1955 Wolseley 4/44, overhauled; £565.—Smith Hunter, 576 Kensington High St., V

1955 Wolseley 4,44, overhauled: £565.—Smith & Western; 2312.
1957 Hunter. 376 Kensington High St.. W.14.
1957 Wolseley 6,90 automatic, black, brown Displayed and the park Garages. Rejact 2263.
1957 1500, finished in black with tan upholstery, heater and washers, 12,500 miles only, E.W. maintained, one owner, excellent condition; £655. W.1 EUSTACE WATKINS, Ltd.. 12, Berkeley St. W.1 EUSTACE WATKINS, Ltd.. 12, Berkeley St. W.1 (Thornton Heath 4283), or 12. Chelsea Manor St. S.W. 3 (Flaxman 1811); 425-445, St. Albans Rd., Watford (Watford 31877).
WOLSELEY 15.50, 1957, green with beige trim, one owner, heater, windscreen washer, wing mitrors, B.M.C. warranty; £765.
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FUSTACE ST. WOLSELEY 15.50, 1957, green with beige trim, one owner, heater, windscreen washer, wing mitrors, B.M.C. warranty; £765.
FUSTACE ST. WOLSELEY 15.50, 1957, green ilmousine, face-forward meeting seats, privately owned; £325; terms, exchanges.—Palmers. Park 9704. (C5034)
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1957 miles, heater; £765.—Blue Star Garages, Watford Rd., Wembley, Arnold 7740. [560]
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1953 kadas, heater, wing mirrors, one many contert Adack Horse Garage. 174-176, Sheen Rd. [Cil16]
1957 Wolseley 1500, heater, undersealed: £660; Richmond 6441.
1957 Wolseley 1500, Pikon grey one (CS135)
1957 Wolseley 1500, Yikon grey one owner; Wolseley 1500, Yikon grey one owner; Wolseley 1500, Yikon grey one owner; South Croydon Station, Croydon (O74, Ed., add, Cl198)
1958 Wolseley 15,50 maroon, heater, radio, wing the content of the c

15.000 miss; £225.—55, Meirose Rd., Southamptines [7642]

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1957 Immaculate throughout. 3 months; guarantee: £750.—Trinity Cars. Ltd., 94, North Side. Wandsworth Common. S. W. 18. Vandyke 1166. [C4034]
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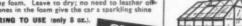


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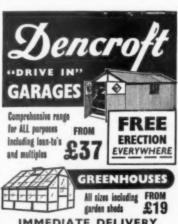
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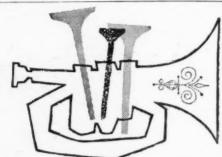
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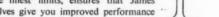
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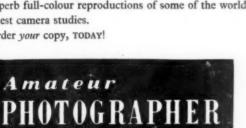
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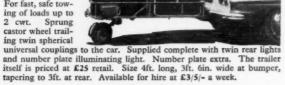
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INDEX TO ADVERTISEMENTS

PAGE	PAGE	PAGE
A.F.N., Ltd Editorial Page 809 Allery & Bernard, Ltd	Firestone Tyre & Rubber Co., Ltd.	Portable Concrete Buildings, Ltd 30
Allery & Bernard, Ltd 39	Facing Editorial Page 783	Premier Motor Policies, Ltd 86
Amateur Protographer 89	Flexello Castors & Wheels, Ltd 8	Pride & Clarke, Ltd 40
Aquatex, Ltd 86	Ford Motor Company, Ltd. Front Cover	Progressive Postal Insurers 86
Aral B.V	Flexello Castors & Wheels, Ltd 8 Ford Motor Company, Ltd. Front Cover Frank, Charles 88	
Armstrong Patents Co., Ltd 7		Remax, Ltd
Army Emergency Reserve 31	Gamages	Reselco, Ltd
Arnold & Comben, Ltd 35	Gamages	Robinson, L., & Co. (Gillingham), Ltd. 14
Auster, Ltd 13		Rootes, Ltd 5
Allery & Bernard, Ltd	Corp., Ltd 15	Remax, Ltd. 10 Reselco, Ltd. 32 Robinson, L., & Co. (Gillingham), Ltd. 14 Rootes, Ltd. 5 Ross, Smith & Earthrowl, Ltd. 88 Rowland Smith Motors, Ltd. 42 Rubery Owen & Co. Ltd. 6
Automobile & Sheet Metal Co., Ltd 12	Girling, Ltd Cover ii, 21	Rowland Smith Motors, Ltd 42
Automotive Products Co., Ltd. Back Cover	Glanfield Lawrence Co., Ltd 41	Rubery Owen & Co., Ltd 6
Barclay, Jack (Service), Ltd. 87 Barker & Rone, Ltd. 87 Batley, Ernest, Ltd. 4, 34 Beard's of Cheltenham 88 Bearts of Kingston 36 Bentalls, Ltd. Editorial Page 811 Black Horse Garage 36 Borg-Warner, Ltd. Cover iii Bosch, Ltd. 29	Corp., Ltd	
Barclay, Jack (Service), Ltd 87	Goodyear Rubber Co. (Great Britain), Ltd Facing Editorial Page 787	Salmon, Guy
Barker & Rone, Ltd 87	Ltd Facing Editorial Page 787	Sandfords (Leatherhead), Ltd 35
Batley, Ernest, Ltd 4, 34		Sandfords (Leatherhead), Ltd 35 Savant Chemical Laboratories, Ltd 86
Beard's of Cheltenham 88	Hanson, Chas. & Son, Ltd	Servais Silencers, Ltd 28
Bearts of Kingston	Hazell, Quinton, Ltd	Savant Chemical Laboratories, Ltd. 28
Bentalls, Ltd Editorial Page 811	Headen, A. E., 1 td 86	Silencers (Bolton), Ltd 88
Black Horse Garage 30	Headquarter & General Supplies, Ltd 90	Slip Group of Companies 22
Borg-warner, Ltd Cover in	Henderson P () Id	Small & Parkes, Ltd
Bosch, Ltd	Hill, R. F., Ltd 87	Smiths Motor Accessories, Ltd 24
British & Colonial Motors, Ltd 42	Houdaille Co., Ltd., The 14	Somers, John, Ltd 87
Bosch, Ltd. 29 British & Colonial Motors, Ltd. 42 British Belting & Asbestos, Ltd. 25 Bryson Bros, Ltd. 8 Buntings Motor Exchange (Harrow), Ltd. 40	Hill, R. F., Ltd. 87 Houdaille Co., Ltd., The 14 H.W. Motors, Ltd. 37 Hygiene Plastics, Ltd. 2	Somers, John, Ltd
Puntings Motor Euchange (Harrow) Ted 40	Hygiene Plastics, Ltd 2	Stadium, Ltd. 32 Star Products Step Industrial Equipment, Ltd. 34 Surrey Sales & Service . 35, 36, 37
Buntings Motor Exchange (Harrow), Ltd. 40		Star Products 86
Comphell Discount Co. Led 20	Iliffe & Sons, Ltd 38	Step Industrial Equipment, Ltd 34
Campbell Discount Co., Ltd	Instrument Repair Service 86	Surrey Sales & Service 33, 30, 37
Carroad Whatten & Co. Itd. 99	Iliffe & Sons, Ltd	Sutcliffe, F. & H., Ltd 85 Swanmore Garage 40
	Invincible Policies 1 td 30	Swanmore Garage 40
Central Newbury Motors 1 td 42	invincione i oncico, and,	anamore amongo ii ii ii ii ii ii
Central Newbury Motors, Ltd 42 Chillcotts, Ltd 4	7-1- 877 0 0 7-1	
Central Newbury Motors, Ltd	Jacobs, W., & Sons, Ltd 41	
Central Newbury Motors, Ltd	Jacobs, W., & Sons, Ltd 41 James, W. G., Ltd 88	
Central Newbury Motors, Ltd	Jacobs, W., & Sons, Ltd 41 James, W. G., Ltd 88	
Central Newbury Motors, Ltd	Jacobs, W., & Sons, Ltd 41 James, W. G., Ltd 88	
Collier & Collier, Ltd	Jacobs, W., & Sons, Ltd	
Collier & Collier, Ltd	Jacobs, W., & Sons, Ltd	
Collier & Collier, Ltd	Jacobs, W., & Sons, Ltd	
Collier & Collier, Ltd	Jacobs, W., & Sons, Ltd 41 James, W. G., Ltd 88	
Campbell Discount Co., Ltd. 29 Car-Coverall, Ltd. 33, 86 Cawood Wharton & Co., Ltd. 89 Central Newbury Motors, Ltd. 42 Chillcotts, Ltd. 4 Clarke's of Pirbright, Ltd. 37 Cleveland Petroleum Co., Ltd. 90 Coleshill Eng. Co., Ltd. 90 Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32	Jacobs, W., & Sons, Ltd.	
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38	Jacobs, W., & Sons, Ltd.	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild . 38 Telaflo, Ltd. . 30 Thomsons (Carron), Ltd. . 4 Thorn, J., & Sons, Ltd. . 86 Tour-Master Tents . 10 Tubex Silencers, Ltd. . 86 Turner, William (Kismet), Ltd. . 15
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38	Jacobs, W., & Sons, Ltd.	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild . 38 Telaflo, Ltd. . 30 Thomsons (Carron), Ltd. . 4 Thorn, J., & Sons, Ltd. . 86 Tour-Master Tents . 10 Tubex Silencers, Ltd. . 86 Turner, William (Kismet), Ltd. . 15
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38	Jacobs, W., & Sons, Ltd.	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild 38 Telaflo, Ltd. 30 Thomsons (Carron), Ltd. 4 4 Thorn, J., & Sons, Ltd. 87 Tooting Tyre Service, Ltd. 86 Tour-Master Tents 10 Tubex Silencers, Ltd. 86 Turner, William (Kismet), Ltd. 15 United Dominions Trust, Ltd. 26
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38	Jacobs, W., & Sons, Ltd. 41 James, W. G., Ltd. 88 Karobes, Ltd. 14 Keith & Boyle (London), Ltd. 40 Lenson Engineering Co. 4 London Trimming Co., Ltd. 87 Magnatex, Ltd. 11 Marley Concrete, Ltd. 14 Mayday Motors, Ltd. 35 Mercedes-Benz (Great Britain), Ltd. 35	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild 30 Telaflo, Ltd. 30 Thomsons (Carron), Ltd. 4 Thorn, J., & Sons, Ltd. 87 Tooting Tyre Service, Ltd. 86 Tour-Master Tents 10 Tubex Silencers, Ltd. 86 Turner, William (Kismet), Ltd. 15 United Dominions Trust, Ltd. 26
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild 30 Telaflo, Ltd. 30 Thomsons (Carron), Ltd. 4 Thorn, J., & Sons, Ltd. 87 Tooting Tyre Service, Ltd. 86 Tour-Master Tents 10 Tubex Silencers, Ltd. 86 Turner, William (Kismet), Ltd. 15 United Dominions Trust, Ltd. 26
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild 30 Telaflo, Ltd. 30 Thomsons (Carron), Ltd. 4 Thorn, J., & Sons, Ltd. 87 Tooting Tyre Service, Ltd. 86 Tour-Master Tents 10 Tubex Silencers, Ltd. 86 Turner, William (Kismet), Ltd. 15 United Dominions Trust, Ltd. 26
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild 30 Telaflo, Ltd. 30 Thomsons (Carron), Ltd. 4 Thorn, J., & Sons, Ltd. 87 Tooting Tyre Service, Ltd. 86 Tour-Master Tents 10 Tubex Silencers, Ltd. 86 Turner, William (Kismet), Ltd. 15 United Dominions Trust, Ltd. 26
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild 30 Telaflo, Ltd. 30 Thomsons (Carron), Ltd. 4 Thorn, J., & Sons, Ltd. 87 Tooting Tyre Service, Ltd. 86 Tour-Master Tents 10 Tubex Silencers, Ltd. 86 Turner, William (Kismet), Ltd. 15 United Dominions Trust, Ltd. 26
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild 30 Telaflo, Ltd. 30 Thomsons (Carron), Ltd. 4 Thorn, J., & Sons, Ltd. 87 Tooting Tyre Service, Ltd. 86 Tour-Master Tents 10 Tubex Silencers, Ltd. 86 Turner, William (Kismet), Ltd. 15 United Dominions Trust, Ltd. 26
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35	Jacobs, W., & Sons, Ltd. 41 James, W. G., Ltd. 88 Karobes, Ltd. 14 Keith & Boyle (London), Ltd. 40 Lenson Engineering Co. 4 London Trimming Co., Ltd. 87 Magnatex, Ltd. 11 Marley Concrete, Ltd. 14 Mayday Motors, Ltd. 35 Mercedes-Benz (Great Britain), Ltd. 35	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild 30 Telaflo, Ltd. 30 Thomsons (Carron), Ltd. 4 Thorn, J., & Sons, Ltd. 86 Tooting Tyre Service, Ltd. 86 Tour-Master Tents 10 Tubex Silencers, Ltd. 86 Turner, William (Kismet), Ltd. 15 United Dominions Trust, Ltd. 26 Vale County Products 86 V & F Monaco Motors 39 Van Hoorn Trading Co., Ltd. 12 Victoria Motoracks, Ltd. 12 Victoria Motoracks, Ltd. 13 Vince, Donald, & Co., Ltd. 37
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild 30 Telaflo, Ltd. 30 Thomsons (Carron), Ltd. 4 Thorn, J., & Sons, Ltd. 86 Tooting Tyre Service, Ltd. 86 Tour-Master Tents 10 Tubex Silencers, Ltd. 86 Turner, William (Kismet), Ltd. 15 United Dominions Trust, Ltd. 26 Vale County Products 86 V & F Monaco Motors 39 Van Hoorn Trading Co., Ltd. 12 Victoria Motoracks, Ltd. 12 Victoria Motoracks, Ltd. 13 Vince, Donald, & Co., Ltd. 37
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35 Covy, J., Ltd. Editorial Page 812 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Concroft, Ltd. 87	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild 30 Telaflo, Ltd. 30 Thomsons (Carron), Ltd. 4 Thorn, J., & Sons, Ltd. 86 Tooting Tyre Service, Ltd. 86 Tour-Master Tents 10 Tubex Silencers, Ltd. 86 Turner, William (Kismet), Ltd. 15 United Dominions Trust, Ltd. 26 Vale County Products 86 V & F Monaco Motors 39 Van Hoorn Trading Co., Ltd. 12 Victoria Motoracks, Ltd. 12 Victoria Motoracks, Ltd. 13 Wade Engineering, Ltd. 6 Walton-on-Thames Motor Co., Ltd. 37
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35 Covy, J., Ltd. Editorial Page 812 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Concroft, Ltd. 87	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd. 40 Taylor & Crawley Editorial Page 811 Taylor & Wild 30 Telaflo, Ltd. 30 Thomsons (Carron), Ltd. 4 Thorn, J., & Sons, Ltd. 86 Tooting Tyre Service, Ltd. 86 Tour-Master Tents 10 Tubex Silencers, Ltd. 86 Turner, William (Kismet), Ltd. 15 United Dominions Trust, Ltd. 26 Vale County Products 86 V & F Monaco Motors 39 Van Hoorn Trading Co., Ltd. 12 Victoria Motoracks, Ltd. 12 Victoria Motoracks, Ltd. 13 Wade Engineering, Ltd. 6 Walton-on-Thames Motor Co., Ltd. 37
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35 Covy, J., Ltd. Editorial Page 812 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Concroft, Ltd. 87	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35 Covy, J., Ltd. Editorial Page 812 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Concroft, Ltd. 87	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35 Covy, J., Ltd. Editorial Page 812 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Concroft, Ltd. 87	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35 Covy, J., Ltd. Editorial Page 812 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Concroft, Ltd. 87	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35 Covy, J., Ltd. Editorial Page 812 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Collarey Gallay, Ltd. 87 Concroft, Ltd. 87	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 34 Cornercroft, Ltd. 34 Cornetry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 37 Croydon Automobile Co., Ltd. 37 Croydon Automobile Co., Ltd. 37 Colleancy Gallay, Ltd. 11 Coleancy Gallay, Ltd. 87 Celeancy Gallay, Ltd. 11 Celeancy Gallay, Ltd. 37 City Colleancy Gallay, Ltd. 38 City Colleancy Gallay, Ltd. 39 City Colleancy Gallay	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd
Collier & Collier, Ltd. 86 Condrup, Ltd. 88 Connaught Engineering 37 Continental Tyre Sales 38 Conway Car Accessories, Ltd. 32 Cooden Engineering Co., Ltd. 41 Cooke, Wm. A., & Sons 87 Cooper's Mechanical Joints, Ltd. 8 Cornercroft, Ltd. 34 Coventry Motor Fittings Co., Ltd. 7 Crook, Anthony, Motors, Ltd. 37 Croydon Automobile Co., Ltd. 35	Jacobs, W., & Sons, Ltd	Tankard & Smith (Chelsea), Ltd

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